

LOCAL MEMBER OBJECTION & PETITION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00235/MJR** APPLICATION DATE: 03/02/2021

ED: **RADYR**

APP: TYPE: Full Planning Permission

APPLICANT: Keolis Amey
LOCATION: LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN, CARDIFF, CF15 8LB

PROPOSAL: NEW VEHICULAR AND PEDESTRIAN BRIDGE OVER THE RADYR - PONTYPRIDD RAILWAY LINE AND ASSOCIATED INFRASTRUCTURE AND REMOVAL OF PART OF A RUINED FARM BUILDING

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions:

1. **STATUTORY TIME LIMIT**
The development permitted shall be begun before the expiration of five years from the date of this planning permission.
Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. **APPROVED PLANS AND DOCUMENTS**
The development shall be carried out in accordance with the following approved plans:
 - Planning Application Boundary TRAN01-KAW-RO-R2P-DDR-D-HW-000032 Rev P03;
 - Existing Site Plan TRAN01-KAW-R0-R2P-DDR-D-HW-000033 Rev P02;
 - General Arrangement TRAN01-KAW-R0-R2P-DDR-D-HW-000034 Rev P02;
 - Long Section TRAN01-KAW-R0-R2P-DDR-D-HW-000035 Rev P02;
 - Cross Sections TRAN01-KAW-R0-R2P-DDR-D-HW-000036 Rev P02;
 - Gelynis Farm Overbridge General Arrangement and Elevation TRAN01-KAW-R0-R2P-DDR-D-ST-00021 Rev P01;
 - Gelynis Farm Overbridge Elevations and Sections TRAN01-KAW-R0-R2P-DDR-D-ST-00022 Rev P01.

The development shall be carried out in accordance with the following approved documents:

- Flood Consequences Assessment and Drainage Strategy Report (A01, 22 January 2021, Keolis Amey)
- Landscape and Visual Impact Assessment (November 2020, Axis)
- Ecological Impact Assessment (8 December 2020 Keolis Amey)
- Transport Statement (Amey Consulting, 15 December 2020)
- Cultural Heritage Impact Assessment: Gelynis Overbridge (RSK ADAS, January 2021)
- Written Scheme of Investigation for Programme of Archaeological Works at Gelynis Farm (RSK ADAS Limited, January 2021)
- Stage 1 and 2 Tree Survey and Arboricultural Impact Assessment Report (RSK Biocensus, December 2020)
- Gelynis Farm Overbridge Project, Morganstown, Cardiff – Soil Resource Survey and Soil Resource Plan (September 2020, Tim O'Hare Associates LLP)
- Heritage Impact Statement, Gelynis Overbridge (RSK ADAS, January 2021)

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)
- Prior to the commencement of any site clearance, construction works or development, a Construction Environmental and Management Plan (CEMP) for the whole site shall be submitted to and approved in writing by the Local Planning Authority (LPA). The CEMP shall include:
- (i) An implementation programme;
 - (ii) Details of site clearance and construction methods and mitigation measures to be taken to minimize the impact of any works phasing / timing of works;
 - (iii) Details of Construction Traffic Management, which shall include: identification of the routes that construction vehicles would take and measures to regulate the routing of construction traffic, times within which traffic can enter and leave the site, times of deliveries, a signage strategy, site access, loading and unloading of plant and materials, access within the site including measures to ensure safe and convenient pedestrian, cycle and vehicular access through those areas not under construction or where construction is complete, wheel washing facilities, and details of parking for contractors vehicles, site operatives and visitors;
 - (iv) Details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds and any temporary facilities for construction staff;
 - (v) Details of site hoardings (including the erection, maintenance, security and any decorative displays);
 - (vi) Details of restrictions to be applied during construction including

- (vii) timing, duration and frequency of works and measures to control the emission of dust, dirt, vibration and noise during construction; Details of site waste management for the recycling and/or disposal of all waste resulting from construction works;
- (viii) A Construction Drainage Scheme indicating how surface water and land drainage run off will be controlled to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or adjacent highways during the construction period;
- (ix) details of fuel and chemical storage and containment; details of water consumption, wastewater and energy use. Provision for safe storage of the proposed fuel storage and urea offloading areas in accordance with Control of Pollution (Oil Storage) (Wales) Regulations 2016;
- (x) Pollution Prevention Plan to demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan;
- (xi) invasive species management; species and habitats protection, avoidance and mitigation measures (including a detailed lighting plan showing type and siting of lighting and light spill reduction measures, warning signs and site toolbox talks to ensure all key habitat retention and sensitive areas are protected and remain unaffected by construction works);
- (xii) details of topsoil strip, storage and amelioration for re-use;
- (xiii) Ecological clerk of works to ensure construction compliance with approved plans and environmental regulations;
- (xiv) List of on-site contacts and their responsibilities; and
- (xv) Contact details for local community liaison.

The approved details shall be complied with in full throughout the construction period.

Reason: In the interests of highway safety and protection of the environment and public amenity in accordance with Local Development Plan Policies T5 (Managing Transport Impacts), T6 (Impact on Transport Networks and Services), EN6 (Ecological Networks and Features of Importance for Biodiversity), EN10 (Water Sensitive Design), and EN13 (Air, Noise, Light Pollution and Land Contamination).

4. GREEN INFRASTRUCTURE MITIGATION STRATEGY (GIMS)

No development shall commence until a Green Infrastructure Mitigation Strategy (GIMS) has been submitted to and approved in writing by the Local Planning Authority (LPA). The GIMS shall include:

- (i) the mitigation measures set out in Tables 10, 11 and 12 of the Ecological Impact Assessment: Gelynis Farm Overbridge and Compound (A01, dated 08/12/20);
- (i) enhancement measures as set out in Section 6 of the Ecological Impact Assessment: Gelynis Farm Overbridge and Compound (A01, dated 08/12/20);
- (ii) the conclusions and recommendations of the Green Infrastructure Statement submitted in support of the application;

- (iii) Details of retention of grassland ground material to form a seed bank or details of re-seeding proposals;
- (i) A Method statement for the translocation of common spotted orchids.

The GIMS shall provide details of the proposed short and long-term management, monitoring and maintenance requirements for the ecological mitigation identified. The development shall be carried out in accordance with the approved GIMS prior to beneficial use of the bridge hereby approved.

Reason: To protect and enhance the Green Infrastructure resource of the site, in accordance with Local Development Plan Policy (KP16 Green Infrastructure).

5. NESTING BIRDS

No removal of hedgerows, trees, scrub or shrubs shall take place between 1st March and 15th August, unless it can be demonstrated to the Local Planning Authority's written satisfaction that there are no birds nesting in the vegetation to be removed immediately (48 hrs) before works commence.

Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built, in accordance with Local Development Plan Policies EN6 (Ecological Networks and Features of Importance for Biodiversity) and EN7 (Priority Habitats and Species).

6. TREE PROTECTION

No development shall take place until the following have been submitted to and approved in writing by the Local Planning Authority (LPA) in accordance with the current British Standard 5837:

- (i) An Arboricultural Method Statement (AMS) detailing the methods to be used to prevent loss of or damage to retained trees within and bounding the site, and existing structural planting or areas designated for new structural planting. The AMS shall include details of site monitoring of tree protection and tree condition by a qualified arboriculturist, undertaken throughout the development and after its completion, to monitor tree condition. This shall include the preparation of a chronological programme for site monitoring and production of site reports, to be sent to the LPA during the different phases of development and demonstrating how the approved tree protection measures have been complied with.
- (ii) A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically. The development shall be carried out in full conformity with the approved AMS and TPP.

Reason: To enable the Local Planning Authority to assess the effects of the proposals on existing trees and landscape, the measures for their protection, to monitor compliance and to make good losses, in

accordance with Local Development Plan Policy EN8 (Trees, Woodlands, and Hedgerows).

7. LANDSCAPING SCHEME

No development shall take place until full details of soft landscaping have been submitted to and approved in writing by the Local Planning Authority (LPA). These details shall include:

- (i) A soft landscaping implementation programme;
- (ii) Scaled planting plans prepared by a qualified landscape architect;
- (iii) Evidence to demonstrate that existing and proposed services, , drainage and visibility splays will not conflict with proposed planting;
- (iv) Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect;
- (v) a planting section for all tree planting types, depicting planting hole preparation and soil profiles, tree supports and guards and the extent and depth of mulch circles
- (vi) Topsoil and subsoil specification for all planting types. Where imported planting soils are proposed, full specification details shall be provided including the parameters for all imported planting soils, a soil scientists interpretive report demonstrating that the planting soil not only meets British Standards, but is suitable for the specific landscape type(s) proposed.
- (vii) Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme. Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity and environmental value of the area, to monitor compliance in accordance with Local Development Plan Policy KP16 (Green Infrastructure) and enhance the setting of the Listed Building in accordance with Local Development Plan Policy EN9 (Conservation of the Historic Environment).

8. LANDSCAPING IMPLEMENTATION

Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced. Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of Condition 7. Reason: To maintain and improve the amenity and environmental value of the area, in accordance with Local Development Plan Policy KP16 (Green Infrastructure).

9. **SOIL RESOURCE SURVEY AND PLAN**
Topsoil and subsoils shall be managed in accordance with the 'Gelynis Farm Overbridge Project, Morganstown, Cardiff – Soil Resource Survey and Soil Resource Plan', dated September 2020 (Tim O'Hare Associates LLP).
Reason: To ensure that the soil resource is managed sustainably as part of development, to minimise its loss and damage to its functionality and to optimise its potential for use and re-use in situ and site-won in accordance with Local Development Plan Policy KP15 (Climate Change).
10. **LISTED BUILDING INTERPRETATION**
Prior to the diversion of Footpath No. 1 Radyr details of the location and form of a heritage board explaining the history and significance of Gelynis Farm shall be submitted to and approved in writing by the Local Planning Authority. The board shall be installed in accordance with the approved details prior to the beneficial use of the bridge hereby approved.
Reason: To increase understanding and appreciation of Gelynis Farmhouse in accordance with Local Development Plan Policy EN9 (Conservation of the Historic Environment).
11. **STRATEGIC WATER MAIN PROTECTION**
No development shall take place until a method statement and risk assessment for the protection of the structural condition of the strategic water main crossing the site has been submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be implemented in full before any other development hereby permitted has commenced, and shall be retained at all times for the duration of the approved operations including the restoration works.
Reason: To ensure that the proposed development does not affect the integrity of the public water supply system in the interests of public health and safety in accordance with Local Development Plan Policy EN11 (Protection of Water Resources).
12. **IMPORTED SOIL**
Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority (LPA) in advance of its importation. Only material approved by the LPA shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the WLGA / WG / NRW guidance document, 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems' (2013). Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.
Reason: To ensure that the safety of future occupiers is not prejudiced

in accordance with Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

13. IMPORTED AGGREGATES

Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority (LPA) in advance of its importation. Only material approved by the LPA shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the WLGA / WG / NRW guidance document, 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems' (2013). Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

14. USE OF SITE WON MATERIALS

Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority (LPA) in advance of the reuse of site won materials. Only material which meets site specific target values approved by the LPA shall be re-used.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

15. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing within 2 days to the Local Planning Authority (LPA), all associated works shall stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment shall be undertaken and where remediation is necessary a remediation scheme and verification plan shall be prepared and submitted to and approved in writing by the LPA. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the LPA. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the

development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

16. HIGHWAY REINSTATEMENT WORKS

No development shall take place until a scheme of public realm/highway reinstatement works for the junction between the B4262 (Tŷ Nant Road) and Pugh's Garden Centre has been submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include but not be limited to the reinstatement/resurfacing as required of the carriageway and footway abutting the access including surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No beneficial use of the overbridge approved under this permission shall take place until the scheme has been constructed in accordance with the approved details if deemed necessary by the Local Planning Authority.

Reason: To reinstate the footway/highway and provide an improved pedestrian environment to facilitate safe commodious access to the proposed development in accordance with Local Development Plan Policies T1 (Walking and Cycling), T5 (Managing Transport Impacts) and T6 (Impact on Transport Networks and Services).

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 3 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
- (viii) Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being

contaminated or potentially contaminated by chemical or radioactive substances.

- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4: That the Applicant / Developer be advised of Dwr Cymru Welsh Water's advice regarding future connections to the public sewer set out in their letter of 8 March 2021, forwarded to the Agent acting on behalf of the Applicant.

RECOMMENDATION 5: That the Applicant / Developer be advised of Natural Resources Wales' advice regarding the need for a Flood Risk Activity Permit set out in their letter of 16 March 2021, forwarded to the Agent acting on behalf of the Applicant.

RECOMMENDATION 6: The applicant is advised that section 3.25 of Planning Policy Wales states that the land use planning system should take account of the conditions which are essential to the Welsh language and in so doing contribute to its use and the Thriving Welsh Language well-being goal. In this context and with regard to the Welsh Language (Wales) Measure 2011, it is recommended that: (1) developments adopt a Welsh name that is consistent with the local heritage and history of the area, (2) during the construction phase, on site marketing information (i.e. text on construction hoardings / flags / banners – as consented) be provided bilingually and (3) for commercial developments, shopfront / premises signage be provided in Welsh or bilingually. Where bilingual signage is provided, Welsh text must not be treated less favourably in terms of size, colour, font, prominence, position or location (it is recognised that Welsh translation does not extend to company / business names). Cardiff Council's Bilingual Cardiff team (BilingualCardiff@cardiff.gov.uk) can provide advice on unique and locally appropriate Welsh names for developments, bilingual marketing / branding and bilingual signage.

RECOMMENDATION 7: That the applicant be advised to note that the Local Planning Authority would retain control over any additional structures to enclose the curtilage or sever the relationship between farm and outbuildings.

RECOMMENDATION 8: That the developer be advised to sign up to Natural Resources' Wales Flood Warning Service for the duration of the construction programme.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 Planning permission is sought for the construction of a new vehicular and pedestrian bridge over the Radyr-Pontypridd railway line and associated infrastructure and removal of part of a ruined farm building on land at Gelynis Farm, Ty-Nant Road, Morganstown.
- 1.2 As part of the enhancements to the Core Valley Lines (CVL) network, the number of services will increase in frequency and rolling stock will be upgraded to an electric fleet, meaning quieter and faster trains. These improvements will increase the risk of conflict between users of two level crossings and train services. To comply with health and safety requirements, an alternative access is required to mitigate the risk for users of the Pentyrch crossing (providing pedestrian access to Station House) and the Gelynis Crossing.
- 1.3 The new bridge would provide vehicle access to properties at Gelynis Farm and Station House. The existing level crossings providing access to these properties would be closed (pedestrian only access in respect of Station House). Access to the Gelynis Farm level crossing would be retained as a future maintenance access for the railway operator and also to provide access to the remaining farmland.
- 1.4 The new road would be approximately 370 metres long and has been designed for vehicle speeds up to 20 mph. The embankments would be set approximately 1.5 metres north of the existing M4 motorway embankments and the bridge would be set 5 metres above track level, with the road gradients being up to 1:12.5 (8%). The road would be 5 metres wide with 2 metre verges either side, reducing to 4.1 metres width on the bridge plus a 1.5 metre wide verge for pedestrian safety.
- 1.5 The existing Public Right of Way (PROW), Radyr No. 1, which currently utilises the level crossing providing a pedestrian link between Morganstown and the Taff Trail to the east would be re-routed across the new bridge. This would be secured under separate legislation outside of the planning process.
- 1.6 15 no. trees (5 no. Category 'B' and 10 no. Category 'C/U') and 3 groups (Category 'C') would need to be removed to facilitate the development. All Category 'A' trees within the survey area would be retained.
- 1.7 A temporary construction compound would be required in order to implement any planning permission and the field immediately south of the existing access road and west of the railway line has been identified for this purpose. Before any construction work commences, the applicant will also be carrying out the electrification of this section of the CVL network under 'permitted development' rights which would require its own construction compound on part of the

Moundfield recreation ground to the north. The electrification works would commence in advance of any implementation of this development. HGV traffic for both the electrification works and the proposals subject to this application would utilise the construction route from the north via Pugh's Garden Centre. Construction worker vehicles for this application would access the site via the existing private lane from Ty Nant Road to the west.

- 1.8 A separate application for Listed Building Consent seeking permission for the removal of part of a field wall associated with Gelynys Farm, a Grade II* listed building, is also reported to this Committee (ref: 21/00236/MJR).
- 1.9 Cardiff Council received a request for a screening opinion in December 2019 to determine whether the Council considered the Core Valley Line Transformation Works to constitute development requiring Environmental Impact Assessment. On 12th February 2020 the Council published its opinion that the works, which include the installation of new overbridges, did not constitute EIA Development and therefore an Environmental Statement was not required (ref: Sc/19/00018/MJR).
- 1.10 The application is supported by the following documents:
 - (i) Green Infrastructure Statement;
 - (ii) Flood Consequences Assessment and Water Environment Assessment
 - (iii) Construction Dust Management Plan
 - (iv) Construction Noise Assessment
 - (v) Landscape and Visual Impact Assessment
 - (vi) Ecological Impact Assessment
 - (vii) Transport Statement
 - (viii) Cultural Heritage Impact Assessment
 - (ix) Written Scheme of investigation
 - (x) Tree Survey and Arboricultural Impact Assessment
 - (xi) Soil Resource Survey and Assessment
 - (xii) Heritage Impact Statement

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises approximately 9,727m² on land at Gelynys Farm, located immediately west of the River Taff, north of the M4 motorway, and east of Ty Nant Road (Main Road), Morganstown. Gelynys Farm, a Grade II* Listed Building, is accessed via a private drive from Ty Nant Road (Main Road) and the site comprises a combination of agricultural land, railway land, and amenity grassland within the ownership of Gelynys Farm.
- 2.2 Radyr No. 1, a Public Right of Way utilises this access lane and level crossing, providing a link between Morganstown to the Taff Trail on the east bank of the River Taff.
- 2.3 The River Taff, a designated Site of Importance for Nature Conservation (SINC), is immediately east of the application site and flows in a north-south direction parallel to the orientation of the railway line. The riverbank is lined by

mature trees.

- 2.4 The M4 motorway lies immediately south of the application site. The motorway embankments contain dense tree cover which, together with parts of the woodland to the west boundary, fall within the Mynydd Woods SINC. The mixed deciduous woodland on the western boundary is also subject to a Tree Preservation Order.
- 2.5 To the north is the Moundfield public open space which contains a grass football pitch, skate park, changing rooms and a car park. Access to this space is via Pugh's Garden Centre further to the north. The Morganstown Castle Mound, a designated scheduled monument, lies further north between the Mound Field and Pugh's Garden Centre, and adjacent to this access.
- 2.6 The site is generally flat and level with a ground elevation of approximately 26-27m AOD. It lies within a C2 Flood Zone (an area of the flood plain without significant flood defence infrastructure, including flood defences).
- 2.7 The Pentyrch level crossing (for Station House) is pedestrian only. Station House is two-storeys and fronts directly onto the railway. Gelynis Farm is currently used as a guest house. The property is two-storey, and the main elevation faces south. A garden area is due south of the property, and a small orchard is located to the south-west. The private access road runs to the northern side of the property.

3. SITE HISTORY

- 3.1 No relevant history for the application site, though the following applications have been considered in the vicinity of the site:
- 3.2 20/1748/MNR: Permission refused in February 2021 for the erection of pre-fabricated farm office/amenity unit and barn structure at Gelynis Farm for the following reasons:
 1. The application site lies outside defined settlement boundaries, where it is intended that new development be strictly controlled and the proposed development by virtue of its scale, design and position is considered to have an detrimental impact on the countryside, river corridor and landscape setting of the area and cannot be justified in this location, contrary to Policies KP3 (B), EN1, EN3 and EN4 of the Cardiff Local Development Plan 2006 – 2026.
 2. The proposed development is not justified in terms of tests (i) and (ii) outlined in para 6.2 of Technical Advice Note 15 (Development and Flood Risk) and does not meet test (iii) as it is not considered to be Previously Developed Land and is therefore considered contrary to Policies KP15 and EN14 of the Cardiff Local Development Plan 2006-2026 and Technical Advice Note 15 (Development and Flood Risk).
 3. The development by virtue of its siting would sterilise land associated with the sand and gravel resources located within the Sand and Gravel

Safeguarding Area in this location, contrary to Policy KP11 and M7 of the Cardiff Local Development Plan 2006-2026.

4. Insufficient information has been submitted to fully assess the impact of the proposal in terms of transport, ecology, trees, drainage and waste, and upon the setting of listed buildings, contrary to Policies KP8, KP12, KP15, KP16, KP17, T1, T5, EN6, EN7, EN8, EN9, EN10, EN14 and W2 of the Cardiff Local Development Plan 2006-2026.

- 3.3 20/01138/MNR: Permission granted in February 2021 for retention of as-built concrete access track at Gelynis Farm.
- 3.4 20/00416/MNR: Permission granted in June 2020 for proposed diverted access track to serve Station House.
- 3.5 16/00413/MNR: Prior Approval granted in June 2016 for agricultural building for storage of hay and agricultural machinery and an access track at Gelynis Farm.

4. POLICY FRAMEWORK

4.1 Future Wales – The National Plan 2040

4.2 Planning Policy Wales, Edition 11 (February 2021)

4.3 Technical Advice Notes (TANs):

- 5 Nature Conservation and Planning
- 10 Tree Preservation Orders
- 11 Noise
- 12 Design
- 15 Development and Flood Risk
- 16 Sport, Recreation and Open Space
- 18 Transport
- 24 The Historic Environment

4.4 Local Development Plan (January 2016):

- KP3(B) Settlement Boundaries
- KP5 Good Quality and Sustainable Design
- KP8 Sustainable Transport
- KP13 Responding to Evidenced Social Needs
- KP14 Healthy Living
- KP15 Climate Change
- KP16 Green Infrastructure
- KP17 Built Heritage
- EN1 Countryside Protection
- EN3 Landscape Protection
- EN4 River Corridors
- EN5 Designated Sites
- EN6 Ecological Networks and Features of Importance for Biodiversity

EN7	Priority Habitats and Species
EN8	Trees, Woodlands and Hedgerows
EN9	Conservation of the Historic Environment
EN10	Water Sensitive Design
EN11	Protection of Water Resources
EN13	Air, Noise, Light Pollution and Land Contamination
EN14	Flood Risk
T1	Walking and Cycling
T5	Managing Transport Impacts
T6	Impact on Transport Networks and Services
T8	Strategic Recreational Routes
T9	Cardiff City Region 'Metro' Network
C6	Health
M7	Safeguarding of Sand and Gravel, Coal and Limestone Resources

4.5 Supplementary Planning Guidance:

- Green Infrastructure (November 2017)
 - Ecology & Biodiversity Technical Guidance Note (TGN)
 - Trees and Development TGN
 - Public Rights of Way and Development TGN
 - River Corridors TGN
 - Soils and Development TGN
- Managing Transportation Impacts (July 2018)
- Planning for Health and Wellbeing (November 2017)

5 **INTERNAL CONSULTEES RESPONSES**

5.1 The **Operational Manager, Transportation**, makes the following comments on the application:

- (i) As part of ongoing improvements to rail services the number of trains running on the network will be increasing and the trains upgraded to electric, which are both faster and quieter than the existing rolling stock. As such there will be an increased potential for conflicts between trains and users of level crossings. To achieve the programmed service improvement works are therefore required to the network, including the closure of existing level crossings in order to mitigate the increased safety risks to occupiers and the public.
- (ii) In this context the above application seeks to provide a new private farm road and overbridge to allow the closure of two existing rail level crossings situated at Gelynys Farm and Station House, Morganstown. The new road and bridge would function as a replacement access to the existing properties, as well as providing a diversion route for footpath No. 1 Radyr that utilises the existing private road and level crossing.

- (iii) The new section of road (inc. bridge) will have an end to end length of approximately 370m with an average width in excess of 5m, plus 2m verges, except where the road width is reduced across the bridge deck to 4.1m with a hard verge of 1.5m at a higher level to the carriageway. The submission advises that this arrangement (elevated pedestrian section over the bridge span) has been provided for the safety of pedestrian while on the structure itself. The width and general layout of the replacement road is comparable with or slightly more generous than the current arrangement, albeit the point to point distance of the new route is longer and involves negotiating the bridge ramps (discussed below).
- (iv) In addition to any other means of enclosure, vehicle restraint barriers of circa 900mm in height would be installed along the elevated sections of the proposed access road where it sits on top of the earth embankment ramps, along with which solid reinforced concrete containment parapets (walls) of approx. 2.2m in height would be installed along either side of the bridge where it crosses the rail line.
- (v) The existing Footpath No.1 Radyr that is to be diverted along the new road and over bridge will leave its existing route shortly after crossing the River Taff in the east and re-join it again just before the end of the Gelynis Farm fields on the west. The existing route to be diverted measures some 235m in length and will be replaced by a route of some 335m, amounting to an addition 100m walking distance. To put this increased distance in context, as an example the walk from the Church on Chapel Road in Morganstown to the Village Hall in Tongwynlais is 1.3km or 1300m, the increased walking distance of 100m therefore amounts to an additional 7.5% of the overall distance; and as the overall distance increases the additional length becomes less of a factor. This 100m increase in the point to point distance is therefore considered be insignificant in relation to the distance of any likely actual journey and in light of the often recreational nature of the use.
- (vi) The bridge will be accessed via earth embankment ramps and the design gradient of these has been the subject of some concern/objection. In which respect, to achieve the required headroom above the rail lines within the space available the ramps are proposed to be 1:12 or 8% and will not include landings as they need to cater for vehicles as well as pedestrians. The applicant acknowledges that the gradients of the road are steeper than recommended by the guidance for inclusive mobility. However in considering the matter it must be noted that mobility and active travel guidance confirms that 1:12/8% is the maximum recommended gradient (para 4.7.11, see below), although 1:20/5% is preferable. He is advised these gradient values are common across access guidance, albeit when considering a pedestrian only ramp they would generally expect intermediate landings (level areas) to be included.

(December 2014) extract: 4.7.11 As a general rule, a gradient of 5% (1 in 20) should be regarded as a desirable maximum in most situations and 8% (1 in 12) should be used as the absolute maximum. However, it is recognised that there will be locations where steeper gradients cannot reasonably be avoided. In these situations local authorities will need to explain the justification for proposing steeper gradients, as per the requirements of Section 3(6) of the Active Travel Act.

- (vii) When considering gradients it must also be noted that Footpath No.1 Radyr meets Ty Nant Road via a set of steep stone steps and the bridge ramp gradients are shallower than those in the western part of the private farm access road, which are approximately 1:10/10%. As such he agrees with the applicant that the slopes of the proposed new bridge crossing are unlikely to deter users, given the topography of retained sections of the route to the west. He is therefore content that the proposed bridge ramp gradients, while at the upper end of the guidance limits, are acceptable for the reasons given.
- (viii) The diversion of the existing footpath will be subject to separate application to the Council under Section 257 of the Town and Country Planning Act 1990, following determination of this planning application. While, in a strict sense, the determination of the footpath diversion applications falls outside the scope of this planning application, it is nonetheless noted that the principle (of the diversion) is intrinsic to the planning application and brings with it safety benefits to the public, who will no longer be required to negotiate a level crossing and associated gates. Therefore, without prejudice to consideration of any formal application, he would confirm that he currently has no objection in principle to the proposed diversion of the footpath.
- (ix) In terms of construction, it is noted that two compounds will be formed to the west of the rail line, one to the north of the current farm road/level crossing and one to the south. The northern compound will be served from Pugh's Garden Centre via the existing junction on Ty Nant Road and a haul road to be constructed alongside the rail line, this compound will be used by HGV traffic coming from the strategic highway network (B4262/A470/M4). The southern compound will be restricted to smaller vehicles and access via the existing farm road and connection to Ty Nant Road at Y Wern. Swept path and visibility splay analysis has been undertaken at the junctions to ensure they are suitable for the types of vehicles that will use them during construction, such that there will be no impact on the use of the public highway.
- (x) The submitted Transport Statement (TS) details the anticipated maximum numbers of HGVs generated by the development and accessed via the Pugh's Garden Centre junction. The individual elements of the works such as construction of abutments, ramps, surfacing, etc. are broken down and expressed as a maximum number of daily vehicle movements over the duration of the scheme. The

predicted number of daily HGV movements ranges 1 to 2 per day for low intensity tasks, up to 28 daily movements for the most intensive task.

- (xi) The TS acknowledges that the period of maximum average vehicle movements, 28 per day during construction of the crane platform, can be considered reasonably high and as such it is proposed that measures will be implemented to minimise and mitigate any disturbance to the public including: HGV deliveries avoiding peak hours; delivery vehicles being provided with specific time slots and the use of a holding area away from the site to avoid queuing on the highway; the use of CCTV real time traffic monitoring; the north access haul road to be surfaced to HGV standard; the installation of a pedestrian crossing, warning signage and yellow box at the junction of Pugh's Garden centre to mitigate any potential conflict with visitors/pedestrians. These latter elements (crossing and yellow box) are shown in principle on Figure 8 in the submitted Transport Statement.
- (xii) The provision of the above mitigation measures, both passive and active, and overall construction traffic management should be captured in a Construction and Environmental Management Plan/Construction Traffic Management Plan secured by condition (condition wording below), in the event the Council is minded to grant planning permission.
- (xiii) In conclusion, the application is considered to be acceptable in principle and the transport analysis provided by the applicant a reasonable assessment of the potential traffic impact. It is therefore concluded that there is sufficient capacity within the existing network to accommodate the projected construction activity and that with the appropriate controls those activities can be undertaken safely and without interference to the use of the public highway.

5.2 **Shared Regulatory Services, Environment Team**, notes that the proposals include extensive earthworks for construction, drainage, ecological mitigation and landscaping. Information submitted as part of the above application indicates localised made ground, which will need to be assessed for potential contamination to determine its suitability for any proposed use at the development.

5.3 Should there be any importation of soils or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

5.4 They request the inclusion of the conditions regarding imported soil and aggregates and the use of site won materials, and an informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13 of the Cardiff Local Development Plan.

5.5 The **Tree Officer** notes that 5 no. 'B' category trees will be lost as a result of development. Although such trees should be retained and protected as part of development wherever possible, if overriding design justifications are presented for removal then the applicant should demonstrate how the loss is mitigated. He is satisfied that subject to the submission of a satisfactory Arboricultural Method Statement and Tree Protection Plan, the retained trees can be protected from unacceptable harm. A condition will be required if this is not provided upfront. Mitigation is presented as an illustrative landscape plan but full landscaping details will be required comprising the following elements:

- (i) A soft landscaping implementation programme.
- (ii) Scaled planting plans prepared by a qualified landscape architect.
- (iii) Evidence to demonstrate that existing and proposed services, lighting, CCTV, drainage and visibility splays will not conflict with proposed planting.
- (iv) Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect.
- (v) Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect that show the Root Available Soil Volume (RASV) for each (specimen) tree.
- (vi) Topsoil and subsoil specification for all planting types, including full details of soil assessment in accordance with the Cardiff Council Soils and Development Technical Guidance Note, soil protection, soil stripping, soil storage, soil handling, soil amelioration, soil remediation and soil placement to ensure it is fit for purpose. Where imported planting soils are proposed, full specification details shall be provided including the parameters for all imported planting soils, a soil scientists interpretive report demonstrating that the planting soil not only meets British Standards, but is suitable for the specific landscape type(s) proposed. The specification shall be supported by a methodology for storage, handling, amelioration and placement.
- (vii) Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

5.6 He has no 'in principle' objection to the illustrative landscape plan, but considers *Betula pubescens* a more appropriate and locally native tree as opposed to *Betula pendula* and considers that the proposals should incorporate selective, larger native specimen tree planting to give some instant impact and to help offset the losses. The 5 no. 'B' category trees to be removed are all ash and consequently are likely to be vulnerable to ash die-back disease. The tree report notes that ash dieback is extensive locally and he supports the intention of the proposed woodland planting to provide oak (*Quercus robur*) as the dominant large species tree as opposed to ash. The tree report also refers to the potential for management of existing woodlands and he thinks that this would be a good idea to help ensure the long-term sustainability of these woodlands given the ongoing problem of ash dieback.

- 5.7 He advises it is important that landscaping proposals and specifications are informed by the submitted Soil Resource Survey and Plan (SRS & SRP). The SRP needs to be amended to make provision for auditable site monitoring of soil stripping, storage, handling, amelioration, remediation and placement, to ensure it is fit for purpose. This should include provision for site monitoring reports to be issued to the Local Planning Authority.
- 5.8 The **Ecologist**, having considered Ecological Impact Assessment (EclA) and associated appendices and the Green Infrastructure Statement, makes the following comments:
- (i) He generally supports the methodology and conclusions of the EclA, subject to the following clarifications on some minor discrepancies:
 - (ii) The Indicative Construction Layout (Phase 1 Habitat Map Figure 3 dated December 2020) appears to show the HGV construction access to the Gelynis Farm Compound, marked in yellow, passing through a series of semi-natural habitats. These habitats do not appear to have been considered in the Phase 1 habitat Map Rev P02. The placement of the HGV route on the Construction Layout plan may simply be an artefact of the indicative nature of this diagram, but for the avoidance of doubt he seeks clarification of the route of this HGV access and of the impact upon the hedges, scrub and trees etc that it appear to pass through. If there is any additional tree loss as a result of this route, then the implications for species such as bats should be determined.
 - (iii) Similarly, the Morganstown Compound is depicted as a 'Temporary Construction Compound for rail electrification works' in the Indicative Construction Layout, but is not included in the Ph 1 Habitat Map. However at least part of this site was subject to a reptile survey and dormouse survey, among others. If this compound is to be used as part of the overbridge scheme, then the impact of its construction should receive full consideration in the EclA.
 - (iv) Green Infrastructure Mitigation Strategy Tables 10, 11 and 12 of the EclA set out a series of mitigation measures arising from the assessment of impact upon various habitats and species. Section 6 of the same document also sets out a series of enhancement measures. All of these measures, together with the Green Infrastructure Statement submitted in support of this application, should be used to form the basis of a Green Infrastructure Mitigation Strategy, or similar. A document such as this should demonstrate how ecology, nature conservation, trees, soils, landscaping, SuDS, and access and recreation are planned in an integrated way which reconciles conflicts and exploits synergies between all of these elements of GI. A planning condition should be used to secure this strategy, as has been used on other recent developments. The GIMS should work in concert with the CEMP as advised by NRW, and which would ensure compliance with LDP Policy KP16.

- (v) He notes that the tables referred to above, and the mitigation measures within them, do not refer to mitigation of impacts upon grassland habitats. However, the Preliminary Ecological Appraisal states that 'The semi-improved neutral grassland and marshy grassland is a Cardiff LBAP habitat and is of value to a variety of species including pollinators, reptiles and foraging mammals. Based on the current design it will not be possible to avoid the loss of the field on the western side of the railway due to the planned location of the compound and overbridge. Therefore, it is recommended that the ground material removed from this area should be retained in a suitable location throughout the life of the compound and reinstated during the post-operation period to allow habitat regeneration from the original seed bank. The ground material should be compacted whilst stored and inspected regularly to deter burrowing mammals. If this is not possible, reseeded with a native species mix (similar to current species assemblage) is recommended as part of the post-operation site reinstatement. Common spotted orchids were also identified within this field. It is recommended that individuals are translocated under a method statement to a suitable area of retained grassland habitat in consultation with the county ecologist.' Therefore these measures proposed within the PEA should be included in the GIMS, even though they are not mentioned in the EclA.
- (vi) Dormice have been detected on this site and in order to comply with the Council's duties under Regulation 9(3) of the Conservation of Habitats and Species Regulations, before granting consent the Council should be satisfied that NRW would be likely to grant an EPS licence to allow works which would affect their habitat. NRW have advised in their letter of 16/03/21 that 'In view of this information, we consider that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the drawing above are implemented.' It can therefore be assumed that NRW would be likely to grant a licence provided the Council provides a positive response to the Imperative reasons of overriding public interest and no satisfactory alternatives tests.

5.9 The **Shared Regulatory Services (Neighbourhood Services) Officer** recommends the following:

- (i) A condition to secure a Section 61 application at least 28 days prior to any noisy works being carried out outside the permitted hours under the Control of Pollution Act 1974, the permitted hours of which are:
- Monday – Friday – 08:00 -18:00;
 - Saturday – 08:00 – 13:00;
 - No noisy works on Sundays or public holidays;

- (ii) As stipulated with their noise assessment documents, any equipment on site which could give rise to complaints and cause disturbance to residents such as generators are screened where possible to reduce the impact of noise on the local community.
- (iii) Community engagement is carried out so that residents are aware of what works to expect, time lines of such work and a point of contact if they have any issues.
- (iv) Deliveries where possible should be made between the below hours:
 - 07:30 – 18:30 – Monday – Friday
 - 08:00 – 13:00 – Saturday
 - No deliveries on Sunday's or Public Holidays.
- (v) The applicant reviews their guidance documents for construction type works which can be found at:
<https://www.srs.wales/Documents/Pollution/SRS-PollutionControlHandbook-ConstructionA4-E.pdf>

5.10 The **Operational Manager, Drainage Division**, advises that the surface water disposal from the development will be assessed separately under the SuDS Approval Body (SAB).

5.11 The **Operational Manager, Parks and Sport**, has been consulted on the application and any comments received will be reported to Planning Committee.

5.12 The **Public Rights of Way Team** advise that the proposed development contains Public Right of Way Radyr No.1 Footpath which will be affected. The footpath is popular with cyclists and walkers as the path is a strategic link to Radyr, Moundfield Public Open Space and to the Taff Trail. The route is a safe place for people to use and normally minimal vehicular traffic. From a PRow perspective, they have no objections to the proposals as the public will continue to have a safe route to use and enjoy.

5.13 If this application is granted, a diversion of the footpath is required. This legal order process usually takes approximately 8 months to complete if there are no outstanding objections from the public. If possible, the current footpath should remain open for as long as possible until the new route is constructed. There is no need to close off the site completely as Gelynis Farm will still require access to and fro from their property therefore the public should also be able to continue to use the route until such time as the new road and bridge is completed.

6 EXTERNAL CONSULTEE RESPONSES

6.1 **Network Rail** have no comments to make on the application as the Central Valley Line is no longer in their ownership.

6.2 **Dwr Cymru Welsh Water** has no objection however a 42 inch water main is located within the main road to the north of the application site over which

roadworks are proposed to be undertaken. In order to understand how this strategic asset will be protected during construction works, they request the applicant submits a Risk Assessment Method Statement (RAMS) prior to the commencement of development. They request a suitably worded condition to ensure no detriment to existing residents, the environment or their assets. They also recommend an advisory note be attached to any decision regarding any future connections to the public sewer.

6.3 **Natural Resources Wales** recommends that planning permission should only be granted subject to certain conditions, including reference to specific documents on the decision notice, otherwise they would object to the application. They make the following comments:

- (i) Submission and approval of a Construction Environmental Management Plan and Land contamination should be conditioned.
- (ii) *European Protected Species*: They welcome the documents and plans submitted. They note that dormice are on site, and otters were recorded on the River Taff very close to the site. Both species are legally protected under The Conservation of Habitats and Species Regulations 2017 (as amended). Legal protection relates to the animals themselves and the places they use to rest and breed. Where a European Protected Species is present and development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. One of these requires that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range'. These requirements are translated into planning policy through Planning Policy Wales (PPW) February 2021, section 6.4.22 and 6.4.23, and Technical Advice Note (TAN) 5, Nature Conservation and Planning (September 2009). The Local Planning Authority should take them into account when considering development proposals where a European Protected Species is present. In view of this information they consider that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the drawing above are implemented. They therefore recommend planning permission should only be granted if these documents are listed within the condition identifying approved plans and documents on the decision notice. They advise that the applicant seeks a European Protected Species licence from Natural Resources Wales under Regulation 55 of The Conservation of Habitats and Species Regulations 2017 before any works on site commence that may impact upon dormice or otters. Please note that the granting of planning permission does not negate the need to obtain a licence.
- (iii) *Water Quality and Construction Management*: To safeguard water quality and protected species, they require a condition to be attached to

any permission granted for the submission and agreement of a Construction Environmental Management Plan (CEMP). The CEMP should have regard to/include mitigation measures arising from a European Protected Species Licence and detailed in the document 'Wales and Borders Rails Service South Wales Metro. TRAN01-CVP Transformation. Ecological Impact Assessment: Glynis Farm Overbridge and Compound' by TfW/Keolis Amey dated 8/12/20. In terms of Invasive Non-native Species (INNS), they welcome the commitment to include Japanese Knotweed and Himalayan Balsam strategies in the CEMP. In both instances, the CEMP should consider locating laydown areas for material containing INNS away from watercourses, and an appropriate period of aftercare to identify and treat any areas where INNS may have spread during the construction phase.

- (iv) *Land Contamination:* Whilst the site is largely greenfield, the existing land use is described as 'railway and agriculture'. Having regard to this, they request a relevant condition be attached to any planning permission granted.
- (v) *Flood Risk:* Their Flood Risk Map confirms the site to be within Zone C2 of the Development Advice Map (DAM) contained in TAN15. They note a 2D TuFlow hydraulic model has been constructed and a detailed Hydraulic Modelling report of the River Taff has been prepared. They confirm the modelling has been approved by NRW and therefore appropriate to inform the FCA. In respect of A1.14 Criteria the FCA confirms:
- In table 3 page 17 that, as with the existing access road, the proposed access road will flood during the 1% (1 in 100 year) plus climate change allowance (CCA) event. However, at several locations the depth of flooding is reduced.
 - Flood velocities and flood hazard ratings are predominantly shown to remain unchanged over the site and wider catchment due to the proposed development. The maximum flood velocities are noted to be greater than 1.2m/s for both pre and post-development scenarios for the storm events 1% (1 in 100 year) + CCA and above.
- (vi) In respect of A1.15 Criteria The FCA confirms:
- In table 3 page 17 that, as with the existing access road, the proposed access road will flood during the 0.1% (1 in 1000 year) event. However, at several locations the depth of flooding is reduced. The single biggest increase during the 0.1% (1 in 1000 year) event is 70mm.
 - Flood velocities and flood hazard rating are predominantly shown to remain unchanged over the site and wider catchment due to the proposed development. The maximum flood velocities are noted to be greater than 1.2m/s for both pre and post-development scenarios for the storm events 1% (1 in 100 year) +

CC and above, and access the road is rated as hazard to all for 0.1% (1 in 1000 year) storm event.

- (vii) In respect of A1.12 Criteria the FCA includes a series of water level difference maps comparing the pre and post-development maximum water levels quantifying potential impact of the proposed development on flood risk elsewhere. The post-development (DEV) versus pre-development (EXG) depth difference maps show that the proposed development has almost entirely no impact (\approx -5mm) on flood risk off-site during the events up to and including the 1% (1 in 100 year) event. It is also noted that the difference in flood level for the 1% (1 in 100 year) +CC event is relatively minor and contained almost entirely within the footprint of the site boundary. An extract of the FCA report (Figure 13, page 18) shows the flood difference between the existing site and proposed development for a 1% (1 in 100 year) +CC event. This shows that the majority of the change in flooding is contained within the site boundary with little to no impact outside.
- (viii) During the 0.1% (1 in 1000 year) event the proposed development is shown to cause minor increase in flood depths up to 82mm in floodplain areas north of the site. While the increase in flood depth seems significant, these areas are already flooded to depths of 2 - 3.5m in the existing scenario so the relative increase can be considered minimal.
- (ix) The FCA states that during the construction phase the site can be signed up to NRW's flood warning system.
- (x) Despite the new access road not being flood free during the 1% (1 in 100 year) + CC event and flooding beyond the tolerable limits of A1.15, the nature of the development remains the same (replacement access road) as does its vulnerability. Whilst the FCA confirms some detriment off site, some 82mm north of the site, this area appears to be greenfield and currently floods to 2 – 3m during the 0.1% (1 in 1000 year) event. In addition, detriment outside the site boundary is only noted during the 0.1% (1 in 1000 year) event. As such, from a flood risk perspective, they have no adverse comments.
- (xi) It is for the Local Planning Authority to determine whether the risks and consequences of flooding can be managed in accordance with TAN15 and that consultation is considered with other professional advisors on matters such as emergency plans, procedures and measures to address structural damage that may result from flooding. NRW does not normally comment on or approve the adequacy of flood emergency response plans and procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement during a flood emergency would be limited to delivering flood warnings to occupants/users.

- (xii) The applicant should be advised that development works within 8 metres of a designated main river may need a Flood Risk Activity Permit and they can advise further on requirements for this.
- 6.4 **CADW** has no objection to the proposed development in regards to the scheduled monuments at Castell Coch and Morganstown Castle Mound. The planning application is for a new vehicular and pedestrian bridge over the Radyr - Pontypridd railway line and associated infrastructure at Gelynis Farm, Ty-Nant Road, Morganstown. The application area is located some 250m south of scheduled monument GM256 Morganstown Castle Mound and some 975m south of scheduled monument GM206 Castell Coch.
- 6.5 Scheduled monument GM206 Castell Coch comprises the remains of a medieval castle and much later Victorian Gothic-style castle. It is situated on a natural ledge of carboniferous limestone at the mouth of the Taff Gorge.
- 6.6 Castell Coch 'The Red Castle' commands a highly visible and defensive position with key views from the castle, when built, to the northwest and south along the River Taff and also to the southwest to Morganstown Castle, which in the medieval period controlled access along the western back of the River Taff.
- 6.7 Scheduled monument GM256 Morganstown Castle Mound comprises the remains of a medieval earthwork castle. It has a motte that stands some 4m high with steep sides and a flat top some 14m in diameter. The ditch around the mound is variable: on the south side it is some 6m wide with an outer bank some 1m high and 2.5m wide; on the west side the ditch is the same; on the north and east sides there is no external bank. To the north-east of the mound, near the field boundary, there is a slight ditch and bank running north-south on slightly higher ground. The ditch is 3m wide and the bank is 0.7m high on the outer side of the ditch and may be the remains of the bailey.
- 6.8 The castle is located on the flood plain at the mouth of the Taff Gorge and controlled access along the western bank of the River Taff. Significant views are therefore to northeast towards Taff Gorge and also Castle Coch which controlled access along the east bank of the Taff. The view southward along the Taff towards Cardiff was also important
- 6.9 The proposed development consists of a bridge across the Radyr - Pontypridd railway line and the required embankment to allow a road, with pedestrian footways to access it. The embankment will be planted with native woodland trees. It will be visible in the important view from Morganstown Castle but this has already been blocked by the M4 embankment. As such, once the native woodland has matured, the embankment will blend into the existing view from the castle. However, vehicles using the embankment and the bridge will accentuate the new structures although some vehicle movement is already present in this view from traffic on the M4. Similar visual changes will also occur in views from Castle Coch. As such, whilst in both cases there may be a very slight visual change in views from them, this change will not have any effect on the way that they are experienced, understood and appreciated. Consequently

the proposed development will have no impact on the settings of scheduled monuments GM206 and GM256.

- 6.10 **Glamorgan Gwent Archaeological Trust** has been consulted and any comments received will be reported to Committee.

7. **REPRESENTATIONS**

- 7.1 The application was publicised by **press and site notices** on 18 February 2021. Notification letters were issued to neighbouring occupiers on 17 February 2021.

- 7.2 **Councillor R McKerlich** opposes this application and points out the strength of local opposition as evidenced by submitted petition. This level of opposition should lead to this application going to planning committee in which event he would like to speak. His grounds for opposition are:

- (i) *Volume and type of traffic using the access road.* The lane linking the level crossing with Tynant Road is completely unsuitable; The lane is completely unfit for the volume and type of traffic going to and from the compound (see attached montage of photos). The lane is much used by pedestrians who are at risk from sharing a very narrow lane with massive vehicles. While much of the access lane is a public right of way the initial strip from Tynant Road is private and rights of use have not been proven for the heavy vehicles currently using it under the auspices of Morgan Sindall. If this application is approved it must be qualified by refusing the use of this lane to related HGVs, construction vehicles and related workers' private cars;
- (ii) *Threat to wildlife:* The associated documentation demonstrates the range and volume of wildlife currently occupying this area. By the end of construction, if it is approved, this wildlife will have been ousted. To monitor the situation regular surveys of wildlife should be commissioned and remedial action taken if his fears materialise. He is impressed by the thorough surveys but these must be accompanied by regular audits of wildlife to assess any deterioration of the habitat. He suggests that his should be done at least annually and preferably twice annually. In this way, working practices can be controlled to avoid driving birds and wild animals away.
- (iii) *Width and scale of proposed bridge:* this is out of keeping with the access lane. Why is it necessary to commission a bridge suitable for large vehicles which cannot access the bridge due to constrictions imposed by the private road and the bridge at the end of it? Naturally the local residents surmise that there is an undisclosed motive.
- (iv) *DDA Compliance:* He is concerned that the height of the proposed bridge and its distance from the existing level crossing will be, at best, greatly inconvenient to walkers especially those who are disabled. They will be obliged to walk some 250 metres further and ascend a very steep slope

to the proposed bridge then do the same on a return journey. Has the proposal been assessed for DDA compliance? He strongly suggests that the new bridge should be augmented by a footpath located near the current level crossing; this foot bridge would have lifts at either end much like the footbridge at Radyr Station. The cost of this improvement could be mitigated by reducing the specification for the bridge which is grossly over-engineered.

- (v) *Transport Plan*: the transport plan is seriously deficient in respect of detail about both routes 1 and 2. Route 1 is obviously inadequate for the range of vehicles currently being used by Morgan Sindall, working for Welsh Water. It should not be permitted access for any vehicles working on either TfW project. Furthermore Highways dept. should be asked to assess this route with a view to imposing sensible limits on any future use of this very narrow lane. There is insufficient detail to properly assess route 2 but given the number of interfaces with pedestrians, both clients of Pugh's and lawful users of Mound Field, this omission must be repaired well before work starts. The use of powers as a statutory undertaking must not be allowed to put human life at risk.
- (vi) *Planning gain*: given the scale of these projects and the local disruption, he expects that there will be substantial S106 provisions.

7.3 **Mark Drakeford MS** has been contacted by local residents, businesses, community groups and Radyr & Morganstown Community Council, all expressing concerns regarding the scale of construction required for a new road bridge across the rail line. He therefore wishes to raise the question of whether a new road bridge is considered necessary at this location, and whether an alternative option could be considered. This alternative would involve construction of a new pedestrian/bicycle bridge and retention of the existing level-crossing to allow vehicle access only when necessary. The scale of works required would then be on a much smaller scale and cause less disruption to the local community and the environment in the immediate vicinity. He would be grateful if this could be considered as part of the planning process for this application.

7.4 A valid **petition of 104 signatures** has been received objecting to the proposals for the following reasons:

- (i) Detrimental to communal heritage and public amenities including the Grade II listed Gelynis Farm;
- (ii) Significant PROW diversion required;
- (iii) Disruption to sensitive conservation area with protected species;
- (iv) Will cause flooding and pollution;
- (v) Will generate traffic;
- (vi) Unnecessary – alternative options are being ignored;
- (vii) A 'major' development not a 'minor' development; and
- (viii) Ownership details have not been disclosed.

7.5 **Radyr & Morganstown Community Council** acknowledges that the existing crossing at the railway line at Gelynis Farm needs to close for public safety however they object to the application for the following reasons:

- (i) The scale and specification of the bridge as proposed is excessive given the nature of the site and the existing use of the crossing by pedestrians and a limited number of vehicles.
- (ii) Further consideration should be given to the alternative option of a small, low cost bridge over the River Taff linking to Iron Bridge Road for the limited number of vehicles that require access to Gelynis Farm and other facilities near the farm, accompanied by a footbridge over the railway line suitable for pedestrians and cyclists.
- (iii) Restrictions should be put in place on the use of the lane from Ty Nant Road as this lane is unsuitable for heavy traffic. In addition, no traffic associated with the Transport for Wales works should be permitted to use this lane, including for TfW staff access, in order to protect the safety of pedestrians and cyclists and the well-being of residents who live along the lane.
- (iv) Further information should be provided on the design of the access road from the Mound Field to the construction site and on what will happen to the access road after the works are completed.
- (v) They request that measures be put in place to monitor, protect and restore the ecology of the site both during and after any construction works. For all of the upcoming work in Morganstown planned by Transport for Wales, they expect working practices to be agreed that will cause minimum disruption to those who live nearby and to other users of this area.

7.6 The **Radyr & Morganstown Association** objects on the following grounds:

- (i) The scale and specification of the bridge as proposed is excessive given the nature of the site and the existing use of the crossing by pedestrians and a limited number of vehicles. A larger bridge might be justified if there were proposals to develop the Gelynis Farm area further on completion of the current Transport for Wales work, but that should be the subject of a separate planning application (to which they would also object).
- (ii) A bridge of the proposed size would be environmentally damaging.
- (iii) Details of the associated rights of way have not been defined.
- (iv) The destruction of a Grade II listed building.
- (v) Excessive night time construction noise will have a significant impact on residents for a considerable distance around, not just those close to the Mound Field, which is all the plan covers.
- (vi) Excessive HGV movements down a small lane with a difficult entrance and exit, especially when it is combined with garden centre traffic.

(vii) Development on a floodplain with the risk of flooding.

7.7 The **Morganstown Village Residents Group** observes that the need to divert existing overhead cables is not included in the application and would likely increase the development area to more than 1 hectare, meaning this would become a 'major application.' The extent and consequence of this work must be included and must have no further impact on the environment (they assume the SINC to the west is not affected). The applicant has been unable to provide details of these works despite their requests.

7.8 They also comment that the ecological importance of the site is shown by the numerous reports presented with the application. Any extension of the application would cause even further detriment to this abundance of species and their habitat, contrary to Cardiff Council Policies and Welsh Government legislation.

7.9 **Love Our Villages Community Group**, representing Radyr & Morganstown residents, strongly objects to the application and makes the following comments:

- (i) There is a ban on HGVs using the B4262. Proposals contradict this and efforts to create safe walking and cycling routes. Contrary to LDP Policy KP8 and KP14 which seek to encourage modal shift and healthy living;
- (ii) Detrimental impact on the Mound Field, an important recreation area especially in the context of the COVID-19 pandemic for health and well-being;
- (iii) Development will occur through a SINC causing irrevocable damage to wildlife and habitats including trees in ancient woodland contrary to LDP Policies EN6, EN7, & EN8;
- (iv) Contrary to planning statement, over-engineered road and bridge not in keeping will affect setting and character of the Listed Building contrary to KP17 and EN9;
- (v) Questions why a Water Framework Directive Assessment has not been undertaken as there is potential for pollution including downstream;
- (vi) Required night-time works will exceed recommended and acceptable levels contrary to LDP Policy EN13;
- (vii) PROW is heavily-used and application does not clarify how the safe and continuous use of this route will be secured. Deferral to CEMP condition is not acceptable. Contrary to LDP Policy T1;
- (viii) The proposals should be assessed against the publication of Future Wales which focuses on placemaking and wellbeing; and
- (ix) Applicant has misled the community on a number of issues. Metro is supported but new bridge location is not.

7.10 **Carolyn Jones Planning Services on behalf of Pugh's Garden Centre** confirms their support for the overall development of the Metro system, however they have the following major concerns regarding the impact of the current proposals on the safe and successful operation of their business:

- (i) The impact of construction traffic movements to the compound to the north will have a major detrimental impact for the operation of the Garden Village outlet and the safety of customers, staff and the control deliveries to all the businesses;
- (ii) The application does not include the construction compound proposed to the north of the application site which will be accessed through their site. They seek clarification on the need for planning permission for this element of the operation;
- (iii) Their main concerns relate to operational issues associated with the HGV construction traffic movements via the lane and the impact on delivery arrangements;
- (iv) Inconsistencies in the Transport Statement regarding total number of HGV movements and concern at lack of information regarding proposed traffic management measures to manage HGV movements;
- (v) Concern that Traffic Surveys undertaken during the COVID pandemic and in November do not accurately reflect the usual (higher) traffic flows;
- (vi) A detailed Construction Management Plan is essential to avoid queuing on Ty Nant Road, maintain customer access to the Garden Village;
- (vii) Customer safety across the access lane.

7.11 Carolyn Jones Planning Services subsequently submitted the following further concerns on behalf of Pugh's Garden Centre:

- (i) Her clients logged "some 21,000+ visitors" between 30 November 2020 and 16 December 2020;
- (ii) Analysis of the data shows the car park fills towards 1030 and empties after 1630;
- (iii) They would expect numbers to be higher and include the elderly and children;
- (iv) They have traded from the site since the 1960s and know the idiosyncrasies of the complicated access that serves customers and the playing fields;
- (v) Traffic should be regulated to outside of their trading peaks (March to June and November-December) and they suggest restricting deliveries to late afternoon, evening, night and early mornings as sensible mitigation.
- (vi) They await promised documentation from the applicant to analyse the traffic plans;
- (vii) A Construction Management Plan should be submitted prior to determination of the application in view of these concerns.

7.12 **More than 60 no. representations raising concerns and objections** have been received from residents of Radyr, Morganstown, Whitchurch and Tongwynlais, Llandaff and Pontyclun. The issues raised are summarised as follows:

Residential Amenity

- (i) Disruption caused by construction works over a 2 years period, day and night;

- (ii) Detrimental impact on their homes;
- (iii) Nuisance from construction phase is disproportionate to the benefits;
- (iv) Noise pollution, especially from night-time working where thresholds will be exceeded for noise-sensitive receptors. Noise assessment documentation is lacking. Contrary to Local Development Plan Policy EN13 and harmful to well-being of residents;
- (v) Environmental pollution including light pollution and dust with no mitigation proposed;
- (vi) Loss of privacy and reduced amenity for occupiers of Gelynis Farm contrary to LDP Policy C3 resulting in a loss of enjoyment of their property;
- (vii) A Community Liaison Strategy is referred to in the application and must be included in the CEMP;
- (viii) Loss of quality of life;
- (ix) A motorway noise barrier should be considered;

Nature Conservation

- (x) The 'Future Generations Report 2020' includes a recommendation for public bodies to refuse developments which are not fully aligned with Planning Policy Wales and the Well-being of Future Generations Act and those that do not maintain or enhance biodiversity. Access to green space is also highlighted including a recommendation to ensure people can access green space within 300m of their home;
- (xi) Location causes maximum harm to the local environment;
- (xii) Destruction of valuable green spaces, habitat and historical settings;
- (xiii) Destruction and damage to wildlife habitats including protected species;
- (xiv) Insufficient mitigation for dormice and bats, both protected species;
- (xv) Badger habitats need to be safeguarded and it is not clear how this will be achieved;
- (xvi) Impacts upon otters and their habitats (including a holt) will be unacceptable;
- (xvii) Impact upon nesting birds;
- (xviii) Ecological mitigation includes no night-time works which will not be adhered to;
- (xix) Contrary to Local Development Plan Policies KP16, EN1, EN5, EN6, EN7 and EN8;
- (xx) Harm to amphibians;
- (xxi) Conflicts with SINC designation;
- (xxii) Ecological surveys are incomplete failing to consider grass snakes and insects;
- (xxiii) Biodiversity will be destroyed not enhanced;
- (xxiv) Application does not contain details for dealing with Japanese Knotweed;
- (xxv) No external lighting should be allowed to protect residential amenity and wildlife;
- (xxvi) Mitigation for species is insufficient. Fails to meet the 6 objectives to green infrastructure. Contrary to LDP Policy KP16;
- (xxvii) Significant, catastrophic and irretrievable damage to wildlife habitats

- and species;
- (xxviii) Bridge will have a catastrophic effect on the natural environment. An ecological survey covering a 12 month period should be required to understand the impacts on habitats and species. Surveys in the application are inadequate;

Trees

- (xxix) Irreplaceable losses of valuable trees. The future of the Sweet Chestnut tree is queried;
- (xxx) Contrary to LDP Policy KP5 as proposals are not in keeping with the context and effects on landscape character. Queries provisions for long-term management and maintenance;
- (xxxi) Unnecessary harm to nature conservation including beech trees and protected species and insufficient mitigation has been provided;
- (xxxii) Will cause harm to designated sites, trees, woodlands and hedgerows;

Health and Well-Being

- (xxxiii) Negative impact upon recreational use of Mound Field;
- (xxxiv) Negative effect on green landscape. The COVID pandemic has increased the importance of such spaces for daily exercise and mental wellbeing;
- (xxxv) Contrary to LDP Policy KP14 (Healthy Living);
- (xxxvi) Detrimental impact on the use of Moundfield by football teams, walkers, dog walkers and skate park users;
- (xxxvii) The use of the Mound Field for an industrial compound is contrary to the gifting of the land and its adoption for community use;
- (xxxviii) Skate park has strategic value to young people;
- (xxxix) Adverse impact on the mental health of the local community;

Design and Appearance

- (xl) Proposed bridge is a monstrosity, it is visually intrusive, disproportionately over-scaled, over-engineered, and over-designed;
- (xli) Visually intrusive on the eye line of the M4 embankment;
- (xlii) Shared nature of the bridge by various users and its design including sharp bends and steep gradients raises safety concerns;
- (xlili) Contrary to LDP Policy KP5 requiring good quality design;
- (xliv) Bridge designs are inappropriate and do not serve the majority road user;
- (xlv) Bridge creates a long and significant diversion of the PROW;
- (xlvi) No artist's impressions of the bridge are provided therefore it is hard to visualise the proposals;
- (xlvii) Visual impact will be significant;
- (xlviii) Bridge design is unnecessarily wide (9m width compared to 3m wide existing track);

Consideration of Alternatives

- (xlix) TfW have failed to demonstrate that there is no satisfactory alternative to the submitted proposals;
- (l) A footbridge of appropriate scale should be installed and an overbridge created via Ty Nant Road or Ty Nant Court into the fields north of Gelynis Farm. This would ensure construction activities are sited far from existing residents, construction traffic would avoid the village and Pugh's Garden Centre, reduced impact on ecology and heritage interests, PROW retains its alignment with a more sympathetic bridge, and pedestrians are separated from farm traffic;
- (li) An automated crossing similar to St. Fagans should be installed;
- (lii) Vehicular access to Gelynis Farm via Ironbridge Road the east should be considered;
- (liii) The bridge and embankment works should be combined with the motorway embankments;

Transport and Access

- (liv) Does not best serve the needs of the community – the majority of users are on foot, with wheelchairs, pushchairs and bikes. Bridge does not comply with DDA requirements;
- (lv) Removes PROW and introduces a convoluted replacement route;
- (lvi) Will increase vehicle traffic contrary to well-being of pedestrians and cyclists;
- (lvii) Gradient is steeper than current guidelines for inclusive mobility and may deter pedestrians and cyclists;
- (lviii) Single track road and two-lane bridge may lead to sharp acceleration and decelerating causing conflict with other users;
- (lix) Construction traffic volumes are disproportionate to benefits for residents and volume of traffic served by the development;
- (lx) Safety concerns for pedestrians and cyclists during construction;
- (lxi) Road design with a right angle bend is unsafe;
- (lxii) There is currently a ban on HGV traffic using the B4262 through Morganstown which also has a 7.5 tonne limit. Traffic will be contrary to LDP policies KP8 and KP14;
- (lxiii) Excessive HGV movements (28 HGV deliveries per day) down a small lane with an awkward entrance;
- (lxiv) It is not acceptable to expect road users to use grit bins during adverse weather;
- (lxv) Traffic may increase which could mean the lack of designated footways in the bridge design creating a safety issue;
- (lxvi) Proposed 20mph speed limit is too high;
- (lxvii) Contrary to LDP Policy KP8;
- (lxviii) Fails to maintain access to the Mound Field via Gelynis Lane;
- (lxix) The Morganstown Compound should be considered under this application;
- (lxx) The HGV haul crossing the footpath will threaten pedestrian safety contrary to LDP Policy T1;
- (lxxi) The effects of COVID on the use of public transport in the future have

- not been taken in to account;
- (lxxii) Station House does not have access rights to use the private lane and should not be served by the proposals;
- (lxxiii) Private access lane should not accommodate any construction traffic;
- (lxxiv) PROW diversion should be subject to public consultation and a route via the Moundfield should be considered to avoid the steep hill from Morganstown village;
- (lxxv) Access via the private lane for construction workers is unacceptable;
- (lxxvi) It is unacceptable for HGVs to cross the PROW to access the compound;
- (lxxvii) Application does not consider accessibility and suitability of crossing for pedestrians and cycles contrary to LDP Policy KP8 and T1;
- (lxxviii) Detour of PROW and bridge inclines contrary to LDP Policy KP14 and Health and Wellbeing SPG;
- (lxxix) Contrary to 'Managing Transport Impacts' Supplementary Planning Guidance, specifically paragraph 7.10 (PROW diversion does not benefits of attractiveness or convenience);
- (lxxx) The junction from Pugh's Garden Centre onto the B4262 is busy and would cause conflict between construction traffic and users;
- (lxxxii) A cycle connection to the River Taff should be considered, there is currently no provision;
- (lxxxiii) No consultation on the PROW diversion has taken place which will include an additional 200m to the length;
- (lxxxiii) No consultation for any Traffic and Pedestrian Management Plan has taken place.

Heritage

- (lxxxiv) Demolition of a listed building;
- (lxxxv) Significant harmful visual impact on heritage assets (Gelynys Farm and Mound ruins) contrary to LDP Policies KP17 and EN9;
- (lxxxvi) Interpretation proposals to mitigate heritage impacts are flippant;
- (lxxxvii) Little provision made for archaeology and heritage contrary to LDP Policy KP17;
- (lxxxviii) The construction of the road bridge would result in "an appreciable visual change" which would not have less than significant harm to the setting and aesthetic significance of the Listed building;

Hydrology

- (lxxxix) Risk of flooding will increase including downstream and mitigation is unclear;
- (xc) Queries why a Water Framework Directive Assessment has not been undertaken. NRW should be consulted in this respect;
- (xci) The FCA is flawed and the proposals conflict with LDP Policies specifying flooding requirements (KP6, KP15, EN10, EN14). A bund is needed to mitigate flooding. There should not be any development on a floodplain at risk from flooding;
- (xcii) Gelynys Farm has not experienced flooding since 1903;

- (xciii) LDP Policy KP18 has not been considered in the application;
- (xciv) Surface water run-off from the M4 motorway or Morganstown village has not been considered in the assessment of flood risk;
- (xcv) The proposed attenuation ponds will create a health and safety risk, particularly for children;
- (xcvi) Flood risks are based on theoretical modelling and not experience;
- (xcvii) Hard infrastructure on green fields in a flood-prone area is contrary to LDP Policy KP15;
- (xcviii) Development will cause a flooding impact on Gelynis Farm contrary to LDP Policies KP6, KP15, EN10, EN14. A bund should be provided as mitigation. The Ty Nant stream to the west has not been considered in the flood model;
- (xcix) Flooding will impact the listed building removing amenity, security and privacy;
- (c) Any bunds to mitigate flooding need to be assessed for their wider impacts;

Other Matters

- (ci) The Well-being of Future Generations Act requires public bodies to set and publish well-being objectives, maximise contribution to well-being goals and take all reasonable steps to meet the objectives;
- (cii) A screening opinion in 2013 sought the LPA's views on the construction of c.250 dwellings on land at Gelynis Farm, relying on a bridge over the railway and footbridge to replace existing crossings at Station House and Gelynis Farm. This is consistent with their views that an alternative location should be found for the bridge;
- (ciii) No community consultation took place during consideration of the three bridge options in the preparation of this application nor do any create community benefit;
- (civ) Current sewerage works taking place nearby has destroyed grazing and sports fields and works vehicles have taken over the access lane causing an unacceptable health and safety risk to pedestrians;
- (cv) Planning Application No. 16/00413/MNR for the provision of a new agricultural building to store hay produced on the farm and farm machinery was decided in June 2016 and included approval for the its access road to have the appearance of a traditional cart track with a central grass section to retain the rural appearance of the site.
- (cvi) Planning Application No. 20/01138/MNR approved in February 2021 gave retrospective approval for the retention of a concrete track which bears no resemblance to the original approval. The barn is also of significant scale impacting on the local landscape with no attempt to screen;
- (cvii) Planning Application No. 20/00416/MNR for a concrete access road to Station house and was approved in June 2020. No publicity of this application took place. The report requires landscaping and replacement planting to improve the amenity and environmental value of the area;
- (cviii) Planning Application No. 20/01748/MNR for a second barn, farm office and amenity unit at Gelynis Farm was refused in February

2021. Plans for business growth, staff accommodation are not suitable via the private lane and may be the motive behind the proposals to design an unnecessarily large access road and bridge;
- (cix) Effect on the character and appearance of the area; listed building, transportation, drainage, flood risk, trees/hedgerows, soils, ecology, sand and gravel reserves;
 - (cx) Contrary to aims to reduce emissions;
 - (cxi) Future housing development on the farmland is suspected given the scale and design of the bridge;
 - (cxii) Animal fatalities are not shown to be mitigated;
 - (cxiii) Consultation process has been inadequate giving insufficient time to respond;
 - (cxiv) The proposals should be considered EIA Development and a major development given the scale and sensitivities of the development;
 - (cxv) The proposals should be assessed against the recent 'Future Wales' publication;
 - (cxvi) It is unclear who will own the asset on completion;
 - (cxvii) Gelynis Farm including its field south of the motorway could become a hot spot for vandalism and other forms of anti-social behaviour;
 - (cxviii) Detrimental impact on the Bed & Breakfast operations of Gelynis Farm;
 - (cxix) The site is agricultural land, not undeveloped land;
 - (cxx) No archaeological survey has been undertaken;
 - (cxxi) Application should be considered a 'major development' to include new access to Station House extending the scope of the application, references to proposals seeking residential use of barns, and burying of power lines;
 - (cxxii) Other related planning applications included farm office, barn and amenity unit and Station House access comprises the integrity of this application and is a manipulation of the planning process;
 - (cxxiii) Inaccuracies in application e.g. typographic errors, Morganstown United FC does not exist, Ty Nant Road is known locally as Main Road;
 - (cxxiv) DAS refers to 4 houses receiving enhanced access though only Gelynis Farm and Station House exist and the former is being purchased by the applicant;
 - (cxxv) Diversion of overhead cables has not been included in the application (which would make it a major development);
 - (cxxvi) LDP is clear that radon minerals in the area should prevent development in this valley. Development could lead to radon poisoning for local residents;
 - (cxxvii) Application does not demonstrate compliance with goals of the Wellbeing of Future Generations Act 2015;
 - (cxxviii) People Places Futures is cut and paste and not relevant to the application;
 - (cxxix) A site visit by Planning Committee is requested;
 - (cxxx) Public funds should not be used to finance an access to a private property where none currently exists (Station House);
 - (cxxxix) Concern about the future maintenance and management of Gelynis Farm when it becomes unoccupied;

- (cxxxii) Orchard Grove and its 3 neighbours have not been consulted on the application;
- (cxxxiii) Application is misleading in terms of its scale and impact;
- (cxxxiv) LDP Policies KP3 and EN1 only allow development in the countryside outside settlement boundaries where the use is appropriate and respects the landscape character and quality, biodiversity and is an appropriate scale and design;
- (cxxxv) Effect on sand and gravel reserves; and
- (cxxxvi) LDP Policy EN4 is in place to protect and enhance features of the River Corridor.

8. ANALYSIS

Principle of Development

- 8.1 As part of the wider enhancements to the Core Valley Lines (CVL) network, the number of services will increase in frequency and rolling stock will be upgraded to an electric fleet, meaning quieter and faster trains. These improvements will increase the risk of conflict between users of the level crossings at Gelynis Farm and Station House and train services. To comply with health and safety requirements, an alternative access is required to mitigate the risk for users of the Pentyrch crossing (providing pedestrian access to Station House) and the Gelynis Crossing.
- 8.2 Local Development Plan (LDP) Policy T9 (Cardiff City Region 'Metro' Network) makes a commitment to facilitating the development of the 'Metro' network of integrated public transport routes and services within Cardiff and connecting the City with the wider South East Wales Region including the development and/or enhancement of various infrastructure components including existing heavy rail routes.
- 8.3 The site is located beyond the settlement boundary in the LDP and therefore Policy KP3(B) (Settlement Boundaries) applies. This policy seeks to strategically manage the spatial growth of Cardiff by placing a presumption against inappropriate development beyond this boundary.
- 8.4 The site is also located within a sand and gravel safeguarding area and therefore LDP Policy M7 is relevant. This policy prevents development that would permanently sterilise these mineral resources subject to four exceptions, the fourth being an overriding need for the incompatible development which overrides the need for the resource.
- 8.5 It is considered that the proposed development is not in conflict with either KP3(B) or M7 due to its necessity to satisfy rail health and safety requirements. It is appropriate and there is an overriding for the development. It is also considered that any impact on the mineral resource would be minimal given the nature and extent of the proposal and the fact that any future mineral working would need to provide for a stand off from the operational railway line.
- 8.6 Whilst the principle of development is acceptable against relevant LDP policies,

other material considerations also need to be considered.

Design and Appearance

- 8.7 LDP Policy KP5 (Good Quality Sustainable Design) requires all new development to be of a high quality, sustainable design and make a positive contribution to its surroundings. The design evolution process considered three alternative locations for the crossing, with two locations north of Gelynis Farm considered before the submitted option was chosen. It is considered that chosen location minimises the visual impact of the bridge and related infrastructure (embankments, safety barriers) and protects the setting of the listed building due to its siting to the south adjacent to the existing M4 motorway embankments, which form a backdrop to the site. The chosen siting is considered to respond appropriately to the local character and context.
- 8.8 Concerns have been expressed regarding the chosen design. Whilst these concerns are noted, the bridge must be developed to comply with safety requirements and the proposed landscaping scheme and SUDS design will help to soften this design as the details approved by condition become established.
- 8.9 The scheme is considered to be acceptable in respect of its design and external appearance.

Nature Conservation

- 8.10 LDP Policy KP16 (Green Infrastructure) recognises that natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place. The City's biodiversity interests including designated sites and the connectivity of priority habitats and species are an important component of this resource.
- 8.11 LDP Policy EN6 (Ecological Networks and Features of Importance for Biodiversity) only permits development that does not cause unacceptable harm to landscape features of importance for wild flora and fauna and networks of importance for landscape or nature conservation. LDP Policy EN7 (Priority Habitats and Species) only permits developments that would have a significant adverse effect on the continued viability of habitats or species where the need for development outweighs the nature conservation importance of the site; the developer demonstrates that there is no satisfactory alternative location, and effective mitigation measures are provided. Unavoidable harm should be minimised by effective mitigation to ensure no overall reduction in nature conservation value and where this is not possible compensation measures designed to conserve, enhance, manage and where appropriate, restore natural habitats and species should be provided.
- 8.12 Natural Resources Wales (NRW) (from paragraph 6.3) comment on the presence of Dormice, and Otters on or close to the site, both of which are protected under The Conservation of Habitats and Species Regulations 2017 (as amended). Where development proposals affect such species a licence is required from NRW, subject to 3 requirements being satisfied.

- 8.13 One requirement is that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range'. NRW confirm that, in their view, that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the illustrative landscape drawing are implemented. These details are recommended to be secured through conditions.
- 8.14 The other two tests to consider for a derogation from the provisions of the Habitats Directive are the consideration a 'satisfactory alternatives' and necessary to preserve 'public health or safety, or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the natural environment.' It is the case that there are no satisfactory alternatives for the proposed development. The level crossings must close to comply with safety requirements (paragraph 8.2) and in doing so an overbridge providing vehicular access to the affected properties must be provided in response. The submitted application represents the best overall option from three options considered in the evolution of the design. The third test is satisfied given the new bridge would overcome a public safety issue on this well-used public right of way linking to the Taff Trail National Cycle Route immediately across the River Taff to the east.
- 8.15 It is noted that the Council's Ecologist (paragraph 5.8) recommends a condition requiring the submission and approval of a Green Infrastructure Mitigation Strategy (GIMS) incorporating the mitigation and enhancement measures identified in the Ecological Impact Assessment (EclA) together with the conclusions of the Green Infrastructure Statement. He considers that the GIMS would work alongside the Construction Environmental Management Plan to ensure compliance with LDP Policy KP16 (Green Infrastructure).
- 8.16 The Ecologist supports the methodologies and conclusions of the EclA though he does note some inconsistencies with the supporting documents and surveys. These relate to part of the construction access and construction compound required for the rail electrification works. This separate project will be implemented under permitted development rights in advance of this application (if granted) which is why they have not been specifically referenced in all the documents. However, surveys are being used to inform these separate works.
- 8.17 It is considered that the proposals would not cause unacceptable harm to the Mynydd Woods Site of Importance for Nature Conservation (SINC). The proposed compensatory planting and mitigation is supported and therefore the application does not conflict with LDP Policy EN5 (Designated Sites).
- 8.18 It is considered that, with appropriate management and mitigation secured via condition, that biodiversity can be maintained and enhanced in accordance with local and national planning policies.

Trees

- 8.19 The Council's Tree Officer in paragraph 5.6 of this report confirms that, whilst Category 'B' trees should be retained and protected wherever possible, losses can be accepted where there is over-riding justification together with suitable mitigation. He accepts that Category 'C' trees should not constrain development.
- 8.20 The application would result in the loss of 5 no. Category 'B' trees which is accepted by the Tree Officer in the context of this application, noting the proposed mitigation includes nearly 2000m² of native woodland planting on the embankments of the bridge structure as shown on the illustrative landscaping proposals (approximately 860 plants). Relevant conditions are attached to approve full scheme of landscaping in the event permission is granted.
- 8.21 Although the loss of 5 no. Category 'B' trees is regrettable, their loss is considered to be necessary in this instance and more than outweighed by the replacement planting proposals. It is considered that the proposals therefore accord with LDP Policy EN8 (Trees, Woodlands and Hedgerows).

Transport

- 8.22 LDP Policy KP8 (Sustainable Transport) confirms that development in the City will be integrated with transport infrastructure and services to achieve a 50:50 modal split between car and sustainable transport, reduce car dependence, maximise sustainable and active modes of travel, provide for those with particular mobility and access requirements and improve safety for all.
- 8.23 LDP Policy T1 (Walking and Cycling) confirms support for development which facilitates walking and cycling and LDP Policy T5 (Managing Transport Impacts) confirms that safe and convenient provision will be sought in new developments for all road users including pedestrians, those with mobility issues and access needs and cyclists.
- 8.24 The Operational Manager (Transportation) has considered the planning application in the context of these policies and confirmed that he has no objection to the development proceeding, subject to relevant conditions including the submission and approval of a Construction and Environmental Management Plan prior to the commencement of development (see paragraph 5.1).
- 8.25 Concerns and objections have been received regarding the bridge design being too steep and contrary to Active Travel guidance for pedestrians with mobility issues. The access road would be 1:12 (8%) to achieve the necessary clearance over the railway line and this gradient is the shallowest that can be achieved in the context of the site constraints. Although the application acknowledges that this gradient is steeper than that recommended in guidance for inclusive mobility (1:20/5% is preferred), Welsh Government's guidance advises that 1:12/8% "*should be used as the absolute maximum.*" (Active Travel

Design Guidance (December 2014)).

- 8.26 Concerning the Public Right of Way (PROW) diversion, which would add approximately 100m in length to the route, no issues are raised by PROW or Transportation Officers, noting that a formal diversion application will be submitted separately. Maintaining the PROW connection is a vital component of the application; as shown by the public consultation responses, this PROW is a popular footpath (linking Radyr & Morganstown to the strategic recreational route of the Taff Trail on the east bank of the River Taff (LDP Policy T8 Strategic Recreational Routes). Making provision for pedestrians in the bridge design, including a narrowing of the highway over the railway for safety reasons and diverting not extinguishing the PROW route is considered to encourage healthy living in accordance with LDP Policy C6 (Health).
- 8.27 In respect of construction access, the Operational Manager, Transportation is satisfied that the use of the access via Pugh's Garden Centre for HGV vehicles is satisfactory subject to mitigation and management measures to be secured via the CEMP. He concludes that, having considered the submitted Transport Statement, the application is considered to be acceptable in principle and the transport analysis provided by the applicant is a reasonable assessment of the potential traffic impact. He advises there is sufficient capacity within the existing network to accommodate the projected construction activity and that with the appropriate controls those activities can be undertaken safely and without interference to the use of the public highway.

Hydrology

- 8.28 The application is supported by a Flood Consequences Assessment due to its siting within a C2 Flood Zone (an area of the flood plain without significant flood defence infrastructure, including flood defences). Within such areas only less vulnerable development should be considered, subject to the justification test set out in Technical Advice Note (TAN) 15 (Development and Flood Risk).
- 8.29 The proposed development does fall within the definition of 'Less Vulnerable Development' as it consists of the provision of transport infrastructure (Figure 2, TAN 15).
- 8.30 Section 6 of TAN 14 sets out the justification test for development within a C2 flood zone. The application is considered to satisfy the test given the proposals will replace a level crossing that is deemed unsafe in the context of the Metro improvements planned for the existing South Wales railway network (electrification, increased service frequency and new rolling stock). The South Wales Metro project is necessary to contribute to key employment objectives to sustain Cardiff and the South Wales region and concurs with the aims of Planning Policy Wales (PPW) 11 (February 2021). Though the site is not previously developed land, the development is considered to be justifiable given the unique circumstances and characteristics of the proposed development to facilitate the South Wales Metro project.
- 8.31 NRW have confirmed in their consultation response that they have no adverse

comments on flood risk, noting that despite being susceptible to flooding during the 1% (1 in 100 year) plus climate change event, and flooding beyond the tolerable limits of A1.15 in Technical Advice Note (TAN) 15 (Development and Flood Risk), the nature and vulnerability of the development has not changed as it consists of a replacement access road (which is categorised as 'Less Vulnerable Development' in TAN 15). The modelling shows some flooding detriment to a depth of 82mm north of the site however NRW advise that, being greenfield and currently flooding to a depth of 2-3m during the 0.1% (1 in 1000 year) event, they have no objection.

- 8.32 The FCA supporting the application confirms that the site is already within NRW's flood warning area and the development would be unmanned. It is considered that the flooding risks be continue to be acceptably managed in line with the current flood warning arrangements and visits to the site can avoid flood events. A relevant advisory notice is recommended to be attached to any permission that the developer signs up to the NRW's flood warning service for the duration of the construction programme.
- 8.33 The application will require permission for the drainage of surface water from the SuDS (Sustainable Drainage Systems) Approval Body (SAB) and a separate application will be sought in due course.

Residential Amenity

- 8.34 A number of concerns and objections have been expressed by local residents relating to noise and air pollution arising during construction of the development. Whilst some disruption is inevitable during construction activities, it is considered that these can be minimised through attaching relevant conditions to any planning permission that may be granted. In particular, condition 3 requires the submission and approval of a Construction Environmental Management Plan (CEMP) in advance of any activities taking place on site. It can be seen from this condition that there are a number of components requiring the submission of information to enabling construction activities to be suitably controlled.
- 8.35 Other legislation outside the planning process, for example permitted construction hours under The Pollution Control Act 1974, can be used if necessary to control construction activities.
- 8.36 It is considered that the details submitted in pursuance of the CEMP condition provides sufficient control and will ensure that the amenities of neighbouring occupiers can be appropriately safeguarded in accordance with LDP Policy EN13 (Air, Noise, Light Pollution and Land Contamination).
- 8.37 Objections have also been received regarding the perceived loss of privacy that would occur from users of the diverted PROW having an elevated view into the rear garden and elevation of Gelynis Farm. However, the distances involved are significantly above the minimum 21 metre distance that is sought between residential properties and the landscaping proposals include for native woodland planting to the embankments that would act as a further screen. It is

not considered that a significant loss of privacy for the future occupiers of this dwelling would occur.

Heritage

- 8.38 There is agreement with the Heritage Impact Assessment and Design and Access Statement HIS and DAS conclusions that the new overbridge and access road would result in less than significant harm to the significance of heritage assets and the way in which the listed buildings at Gelynis are experienced in the landscape. Further mitigation through native woodland screening within the embankment is considered appropriate and is shown to be provided on the landscaping plan. A relevant landscaping condition is attached.
- 8.39 Changing how these assets are accessed does have some impact upon the significance of the buildings – although this has changed over the years and records are limited to post-1840. The first mapped record shows access from the ‘Tram Road’ heading north west from the iron bridge and passing near the northern end of the barn range; the route of the former Melingriffith & Pentyrch railway line. This would soon cross the new Taff-Vale railway – land for which was shown as reserved on the 1840 tithe map. Tracks heading south (to ‘Oldmill’) and west across the larger railway towards Morganstown are shown on first edition OS map from the late 1870s. By the mid-C20th the farm complex has grown significantly, including the cottages since demolished and the subject of the LBC attached to this application.
- 8.40 The biggest change is the proposal to remove the public right of way access between the barn and farmhouse, which will reduce the communal value of the assets. It is noted that no additional structures are proposed to enclose the curtilage or sever the relationship between farm and outbuildings. Although the Local Planning Authority would retain control over these in the curtilage of these listed buildings, an advisory note is recommended to make this explicit on any future permission that is granted. The proposal to mitigate for this change through on-site interpretation is welcomed and a relevant condition is recommended. The location and form of any interpretation should be agreed in communication with the Local Member and the Radyr & Morganstown Community Council. A location within the diverted PROW (on land owned by Cardiff Council or TfW) on the Radyr side of the River Taff is preferred to the Iron Bridge Road side.
- 8.41 It is noted that CADW (paragraph 6.4) has no objection to the proposed development and raises no concerns regarding the impact upon the scheduled monuments at Castell Coch and Morganstown Castle Mound.
- 8.42 It is considered that the submitted proposals accord with LDP Policies KP17 (Built Heritage) and EN9 (Conservation of the Historic Environment).

Third Party Representations

- 8.43 In response to other issues raised during the public consultation process that have not already been addressed elsewhere in this report:

- (i) No obligations have been identified as necessary to mitigate the impacts of the development and therefore no Section 106 Agreement is required;
- (ii) An overbridge large enough to accommodate vehicular traffic is required to provide access for Gelynis Farm and Station House as a consequence of removing the existing level crossings;
- (iii) The proposals will not generate large volumes of traffic in addition to the existing situation. The access and bridge will remain in private ownership and will provide vehicle access for 2 no. existing dwellings;
- (iv) 3 design options for the bridge were considered within the locality. The submitted design proposal must be considered on its own planning merits;
- (v) The proposals do not constitute 'major development' according to the definition set out in The Town and Country Planning (Development Management Procedure) (Wales) Order 1995 (as amended) as the site is less than 1 Hectare in size;
- (vi) The ownership details are confirmed in the certificates attached to the planning application forms;
- (vii) The access road for HGVs via Pugh's Garden Centre will be restored to its original condition on completion of the works;
- (viii) The power cables would be diverted underground in advance of the construction works by the local operator using their statutory powers under Class G of Schedule 2 of The Town and Country Planning (General Permitted Development) Order 1995 and therefore are excluded from the application;
- (ix) Construction Environmental Management Plans (CEMPs) relating to other nearby developments have included commitments to avoid the use of the B4262, however these are advisory guidelines;
- (x) The use of the Moundfield to accommodate construction compounds and access does not form part of this application and would be temporary in any event. The applicant is negotiating a separate lease for the use of this land from the Council's Strategic Estates Team;
- (xi) A Water Framework Directive Assessment has not been required for this application;
- (xii) The proposals are considered to be in accordance with Future Wales and PPW11;
- (xiii) The application has been publicised in accordance with Article 12 of The Town and Country Planning (Development Management Procedure) (Wales) Order 1995 (as amended);
- (xiv) Other planning applications in the vicinity of the application site have been assessed on their own merits;
- (xv) Locating the bridge at the southern edge of the site adjacent to the M4 is considered to be the most sensitive location in order to minimise its visual impact and safeguard the setting of the Listed Building;
- (xvi) The application contains no proposals for the alternative future use or development of the surrounding farmland; it seeks permission for the construction of the bridge only;
- (xvii) Air, noise and light pollution would be controlled via the CEMP secured through conditions;
- (xviii) The Category 'A' Sweet Chestnut (T55) will be retained together with all

- Category 'A' trees. The road alignment was adjusted in the design process to avoid encroaching into the RPA of T55;
- (xix) The HGV movements (up to 28 deliveries per day) can be satisfactorily accommodated as advised by the Operational Manager, Transportation.
 - (xx) The proposed 20mph speed limit has not been opposed by the Operational Manager, Transportation. Highway Design will also limit vehicle speeds;
 - (xxi) The existing access to the Mound Field via Gelynis Lane would be retained in the long-term; it does not fall within the application site;
 - (xxii) Transport for Wales will own and maintain the asset;
 - (xxiii) There is no evidence that the application will result in an increase in anti-social behaviour at Gelynis Farm;
 - (xxiv) Whilst the COVID pandemic has had a significant impact on use of all forms of public transport this impact is not expected to be long term and there will remain a long term need to improve the CVL network. Investing in a transport system which will help deliver improved socio-economic prospects for the region becomes even more important as the Country recovers from the economic effects of the pandemic;
 - (xxv) The loss of agricultural land is minimal and, weighed against the benefits of development proceeding, is considered to be acceptable. No consultations with the Welsh Ministers was required for the loss of agricultural land due to the small site size and its classification;
 - (xxvi) Conditions to deal with contamination issues are recommended as advised by the Shared Regulatory Services (Environment) Team;
 - (xxvii) There is an existing access to Station House east of the level crossing;
 - (xxviii) The bridge design will accommodate cyclists however the existing footbridge over the River Taff is not wide enough to accommodate both cycling and pedestrians. This bridge is also outside the application site.

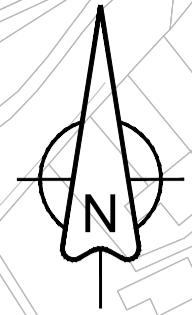
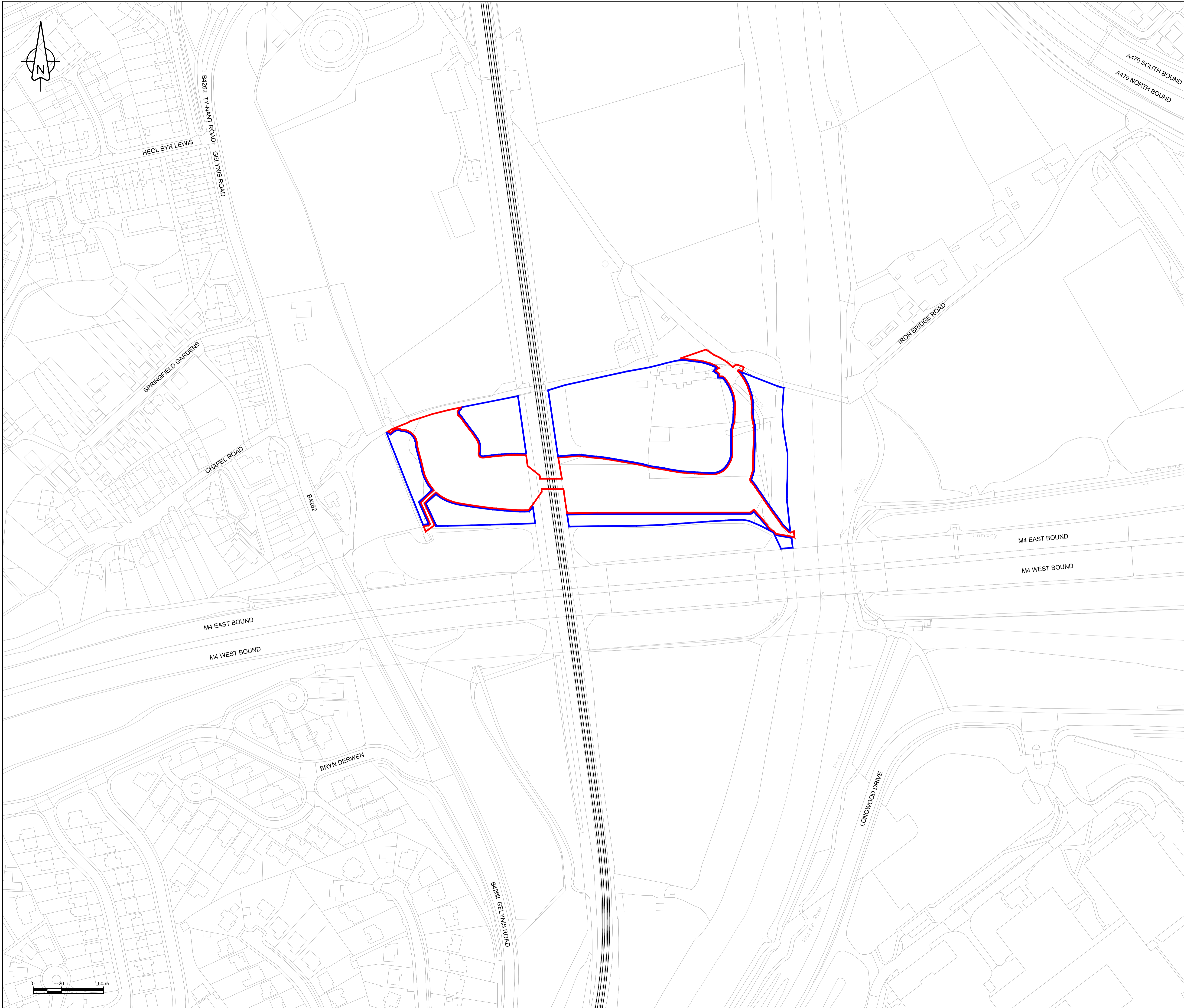
Other Considerations

- 8.44 *Crime and Disorder Act 1998* – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 8.45 *Equality Act 2010* – The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 8.46 *Well-Being of Future Generations Act 2015* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure

that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

9. CONCLUSIONS

- 9.1 This application should be considered in the context of the wider improvements to the railway network. The South Wales Metro will bring significant improvements to the existing valley lines network in the form of electrification, faster journey times, increased service frequency and new rolling stock. To facilitate these service improvements, the existing level crossings must be closed and an alternative access provided as the crossing fail to comply with health and safety standards
- 9.2 This application proposes the new overbridge structure to maintain the required vehicular access to the affected properties and re-route the existing popular PROW linking to the Taff Trail to the east. The existing level crossing at Gelynis Farm is strategically important and this application is considered to propose an acceptable alternative.
- 9.3 The application has been assessed against Future Wales, PPW11 and the City's LDP Policies. Subject to relevant conditions securing appropriate mitigation and management, it is considered that the proposed development is acceptable and in accordance with this policy framework. It is considered that the planning balance falls in favour of the development proceeding.
- 9.4 It is recommended that planning permission be granted, subject to relevant conditions.



NOTES

- 1. Do not scale from drawing.

KEY

- Planning Application Boundary
- Land to be in control of applicant at time of construction

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P03	18/11/20	Drawing key revised (Land to be in control...)				RC ML OG
P02	21/10/20	Axis comments addressed				RC ML OG
Status						SO

Initial non-contractural code



Authorised	Authorised by	Signed	Authorised by eSign	Date	Authorised Date
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Contractor(s) KeolisAmey	
Asset Location	
Sub-Asset TRAN01	Sub-Type CAD drawings
Role D	Sub-Role HW
Location Zone R2P	Plan of Work Stage D

Project
TRAN01 - CVL Transformation

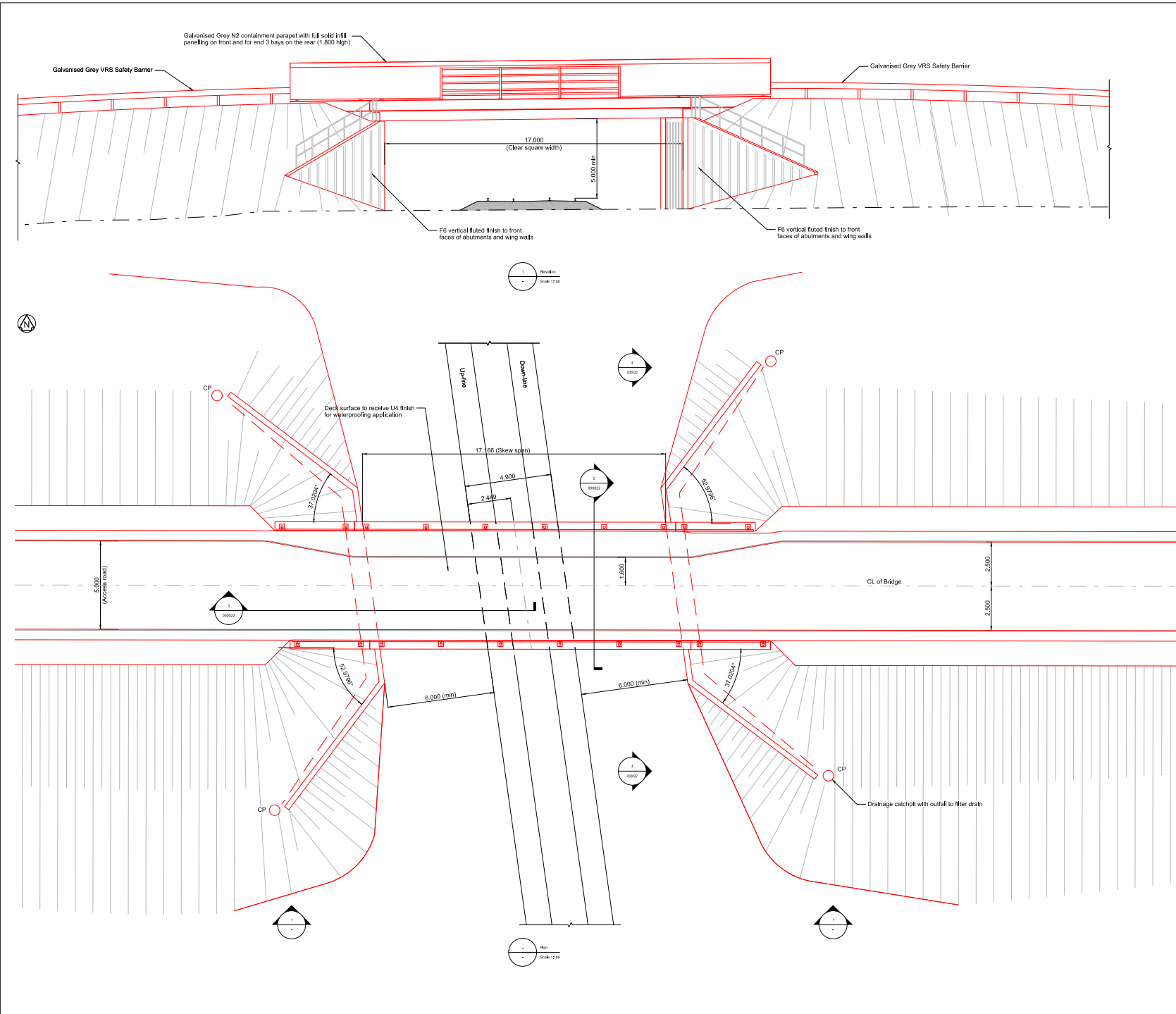
Route Section Group
Route Section Group 0

Route Section
Ryader to Pontypridd

Drawing Title
Gelynis Farm Overbridge
Planning Application Boundary

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20
Scale(s)	1:1250	ELR & Mileage	CAM	From	6M 16ch

Alternative Reference	Sheet	1
Drawing Number	Revision	P03
TRAN01-KAW-RO-R2P-DDR-D-HW-000032		



Safety, Health and Environmental Information
 For Health and Safety information, refer to discipline specific Risk Management Schedule.

- General Notes**
1. Dimensions are in metres unless otherwise stated.
 2. This drawing is to be read in conjunction with all other contract drawings and the Specification.
 3. All structural concrete to be design mix compressive strength C40/50
 4. All Precast concrete to be design mix compressive strength C50/60
 5. Concrete surface finishes, unless otherwise stated:
 Exposed formed surfaces F3
 Burled Formed surfaces F2
 Exposed unformed surfaces U3
 Burled unformed surfaces U2
 6. All accessible burled concrete surfaces, except those receiving proprietary waterproofing, shall receive two coats of bituminous emulsion to 0.150 below F.G.L.
 7. Backfill to abutment walls is not to be placed until they have reached their 28-day strength has been gained.
 8. The deck elements have been designed based on a Varley and Gulliver type VGSN1000 Steel Post and Rail Parapet system.

Legend/Key

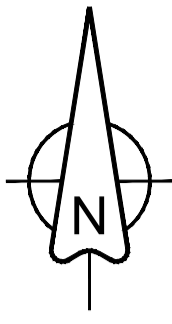
CP ○ Proposed drainage catchpit

Rev	Date	Description of Revisions	Drawn	Check	Appr	Submittal
P01	--	Preliminary Issue		JB	ES	--
Rev	Date	Description of Revisions	Drawn	Check	Appr	Submittal

Status: **Fit for co-ordination** Suitability: **S1**



Authorised	---	Signed	Authorised by eSign	Date	---	
Contractor	KeolisAmey					
Asset Location						
File/Asset	TRAN01	File Type	DDR	Revision	ST	
File	CAD drawings	File Name	ST	Work Stage	E	
Zone	R2P	Work Stage	E			
Project						
TRAN01 - CVL Transformation						
Route Section Group						
Route Section Group 0						
Route Section						
Radyr to Pontypridd						
Drawing Title						
GELYNIS FARM OVERBRIDGE						
GENERAL ARRANGEMENT						
AND ELEVATION						
Designed	C. Taylor	Signed	Designed by eSign	Date	16/10/20	
Drawn	J. Bellenger	Signed	Drawn by eSign	Date	29/09/20	
Checked	L. Simson	Signed	Checked by eSign	Date	15/10/20	
Approved	---	Signed	Approved by eSign	Date	---	
Scale	AS SHOWN	ECRS Message	From CAM	To	EM 16ch	
Alternative Reference						
Drawing Number	TRAN01-KAW-R0-R2P-DDR-D-ST-000021				Revision	P01



NOTES

1. Do not scale from drawing.

KEY

- River Taff
- Existing Pedestrian Footbridge
- M4 Motorway
- Proposed Access Road incorporating Public Right of Way
- Proposed Earthworks
- Footway Over Bridge
- CVL Railway Line
- Proposed Concrete Wingwalls and Bridge Deck
- Proposed Parapet Plinth
- Proposed Parapet (see Structures drawings)
- Proposed Vehicle Restraint System
- Proposed Post & 3-Rail Fenceline
- Proposed Replacement Railway Boundary Fencing
- Exact location, extents and specification to be provided at a later date by third party, FJD
- Proposed positions of outfall structures

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P02	21/10/20	Axis comments addressed				

Initial non-contractural code SO

TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

KEOLIS amey

Authorised	Authorised by	Signed	Date
		Authorised by eSign	Authorised Date

Contractor(s) KeolisAmey	
Sub-Asset TRAN01	
Type CAD drawings	Sub-Type DDR
Role D	Sub-Role HW
Location Zone R2P	Plan of Work Stage D

TRAN01 - CVL Transformation

Route Section Group
Route Section Group 0

Route Section
Ryader to Pontypridd

Drawing Title
Gelynis Farm Overbridge

General Arrangement

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20

Scale(s)	1:500	ELR & Mileage	From	6M 16ch	To	6m 16ch
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Alternative Reference		Sheet	1
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Drawing Number	TRAN01-KAW-R0-R2P-DDR-D-HW-000034	Revision	P02
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